

Latitude 38

VOLUME 412 October 2011

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Latitude 38

OCTOBER 2011

VOLUME 412

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Golden Moon*

The Express 37 *Golden Moon* won her one-design class in last month's Rolex Big Boat Series. *Golden Moon* has placed first three years in a row.

In the interest of full disclosure, *Golden Moon* is a partnership between Kame Richards of Pineapple Sails and co-owner Bill Bridge. Last year Kame built a new carbon #3 for the boat; this year we built no new sails. Yet the boat was able to sail very high and very fast in this competitive fleet.

The partnership in *Golden Moon* has given us the opportunity to test sails - something we would never do on a customer's boat. But the same tried and true designs and materials we use for ourselves we are committed to use for you. That and the promise of excellent service set us apart.

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TAYANA 48 DS



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HYLAS 46



2002, \$398,000

MARINER 50 MS



1979, \$175,000

TAYANA 37



1981, \$72,500

34' VINDO 45



1983, \$72,000

HUNTER 34



1986, \$35,000

C&C 32



1984, \$28,500

NORWEST 33



1979, \$29,500

NONSUCH 26 ULTRA



1989, \$47,500

HUNTER 31



1984, \$23,000

ISLANDER 30



1979, \$15,000

NONSUCH 22



1987, \$17,500

NEWPORT 30



1978, \$17,000

In Grand Marina
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Cover: *Groovederci* rolls to a win at the Farr 30 Worlds
Photo by Sharon Green/www.ultimatesailing.com

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus digital images (preferable) or color or black and white prints with identification of all boats, situations and people therein; and 3) be legible. These days, we prefer to receive both text and photos electronically, but if you send by mail, anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to editorial@latitude38.com, or mail to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address or see www.latitude38.com/writers.html.

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Oceanis 37



First 30



First 35



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Beneteau 373, 2005
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Beneteau 40, 2008
\$209,000



ISLAND PACKET 45, 1998
\$235,000

SAIL			POWER			
54'	Moody	2001	38'	Island Packet	1993	135,000
47'	Vagabond	1983	37'	Tartan	1982	65,000
45'	Island Packet	1998	37'	Beneteau 373	2005	137,000
45'	Beneteau First 455f	1991	37'	Pacific Seacraft	1984	129,000
44'	Norseman 447	1984	36'	Beneteau 361	2000	105,000
42'	Cascade	1971	36'	Beneteau First 36s7	1998	93,900
41'	Dehler DS	1998	36'	Beneteau First 36s7	1998	99,500
41'	Tartan 4100	1996	36'	Pearson II	1985	57,900
40'	Beneteau	2009	36'	CS sloop	1988	62,500
40'	Beneteau	2008	36'	Island Packet 350	1995	135,000
40'	Sea Wolf ketch	1968	35	Dehler	1996	82,000
39'	Cal Mk II	1980	35'	C&C 35 Mk III	1983	49,500
39'	Beneteau 393	2006	34'	Catalina	1986	44,900
38'	Ericson	1988	34'	Tiffany Jayne	1982	29,000
			34'	Aloha sloop	1984	48,500
			33'	Hunter 33.5	1992	40,000
			33'	Yamaha	1978	25,000
			32'	Island Packet 320	1998	104,500
			32'	Valiant	1978	43,900
			32'	J/32	1997	87,500
			30'	Beneteau 305	1988	35,000
			25'	Cal 2-25 w/trailer	1979	11,950
			24'	Corsair 750, trlr, AirDock	2008	55,000
			61'	Mikelson SFPH	2001	990,000
			53'	Navigator CPMY	1998	259,000
			42'	California	1987	99,500
			38'	Pearson True North	2007	327,500
			30'	Skipjack, flybridge	1999	100,000
			29'	Shamrock	2001	120,000

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Latitude 38

"we go where the wind blows"

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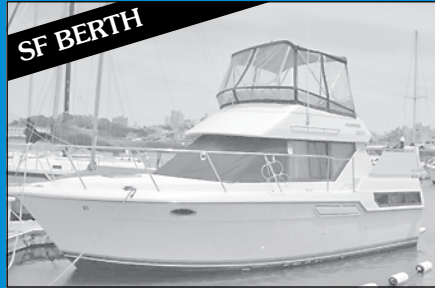
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CALENDAR

Non-Race

Sept. 30-Oct. 2 — Westsail Owners Rendezvous at San Leandro YC. Guest speakers: Dave King of *Saraband* and Westsail guru Bud Taplin. Would-be owners welcome! Info, www.westsail.org.

Oct. 1 — Aeolian YC Swap Meet, 8 a.m.-2:30 p.m. Info, (510) 523-2586.

Oct. 1 — Redwood City PortFest, a free showcase of the waterfront. Live music, kids' activities, food, and beer garden. Info, www.RWCPortFest.com or (650) 306-4150.

Oct. 1 — Chula Vista Marina Swap Meet, 7 a.m.-noon. Info, boatslips@cvmarina.com.

Oct. 1 — Suisun City Waterfront Festival at Harbor Plaza, 10 a.m.-5 p.m. Info, www.suisun.com.

Oct. 1-2 — 19th Annual Northern California Women's Sailing Seminar at Island YC. Info, www.iyc.org/wss.html.

Oct. 1, 14, 22, & 29 — Sail aboard San Francisco Maritime National Historic Park's scow schooner *Alma*. Learn the Bay's history on this 3-hour voyage, leaving Hyde St. Pier at 1 p.m. \$40 adults, \$20 kids 6-15. Info, www.nps.gov/safr.

Oct. 2 — 2nd Annual Seven Seas Cruising Assn SoCal Gam in Chula Vista. \$20 advance (\$10 for members). SSCA seminars and more. Info, www.scca.org.

Oct. 2 & 16 — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

Oct. 2-30 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

Oct. 5-26 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m. Enjoy lunch and a dynamic speaker each Wednesday for about \$20. All YCs' members welcome. More info under the 'Events' tab at www.stfyc.com.

Oct. 6-10 — Hey sailor, it's Fleet Week, featuring the Blue Angels. Details can be found at www.fleetweek.us.



PAIGE BROOKS

Keep an eye out for other boats during the Blue Angel shows.

Oct. 6-10 — 42nd Annual United States Sailboat Show, a.k.a. the Annapolis Boat Show. Info, www.usboat.com.

Oct. 8 — Watch the final performance of the Blue Angels from the deck of *Gas Light*, the 72-ft replica scow schooner. \$85/person. Youth scholarship fundraiser. Info, www.ggtss.org or (415) 251-8779.

Oct. 8 — Pacific Cup Race Offshore Academy #2, the second in a series of seminars leading up to next summer's race, at Berkeley YC, 12-5 p.m. Learn about sails, electrical, medical and communications. Open to all. \$20 (\$18 for PCYC members). Info, www.pacificcup.org/seminars.

Oct. 8-9 — America's Boating Course by Carquinez Sail & Power Squadron at Vallejo YC, 9 a.m.-4 p.m. \$40. Info, www.carquinez.org/public_courses.html or (707) 55-BOATS.

Oct. 8-Nov. 6 — *Lady Washington* and *Hawaiian Chieftain* return to the Bay and will offer tours. For dates, times, and details on booking passage, see www.historicalseaport.org.

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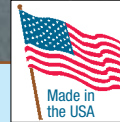
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Catalina 380, 2002	139,000
Catalina 36 MkII, 2003	118,500
Catalina 36 MkII, 2001	109,000
Catalina 36 Tall Rig, 1985	51,000

Catalina 350, 2005	134,000
Catalina 350, 2003	133,500
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Hunter 41 DS, 2005	185,000
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Hunter 37.5 Legend	55,500
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Ranger 21-EC Tug, 2011	49,937

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Ranger 25 Tug, 2009	LET'S MAKE A DEAL! 125,900
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CALENDAR

Oct. 10 — Celebrate Columbus' famous sail today.

Oct. 11 — Howl at the full moon on a Tuesday night.

Oct. 11 — 'Using Your SSB' by Gordon West & Shea Weston at Downwind Marine in San Diego, 5:30-9:30 p.m. \$25/person or \$30/couple. RSVP, sheaw@offshoreoutfitters.com.

Oct. 12 — 'SailMail Training' by Jim & Sue Corenman and Shea Weston at Pt. Loma Assembly Hall, 8:30 a.m. - 4:30 p.m. \$50/person or \$75/couple. RSVP, sysop@sailmail.com.

Oct. 12-Dec. 7 — Sailing Skills & Seamanship course by USCGA Flotilla 12-1 at Oakland YC. Wed. nights, 6:30-8:30 p.m. \$55. RSVP, nancy@windwave.com or (510) 601-6239.

Oct. 13 — Single sailors of all skill levels are invited to the Single Sailors Association monthly meeting at Ballena Bay YC, 7:30 p.m. Info, www.singlesailors.org or (510) 233-1064.

Oct. 13 — The North Sails/Easom Rigging Lecture Series continues with 'Moulded Sail Technology' by Bill Pearson at South Beach YC, 7-8:30 p.m. Free. Info, www.southbeachyc.org or bill@3dl.northsails.com.

Oct. 15 — SF Maritime National Historic Park's Sea Music Concert Series aboard *Balclutha* at Hyde St. Pier featuring David Coffin, 8-10 p.m. \$14 each (\$12 for members). Info, (415) 561-6662, ext. 33.

Oct. 15 — Baja Ha-Ha Welcome to San Diego Party at Downwind Marine, 12-4 p.m. Info, www.baja-haha.com.

Oct. 16 — Take your boss sailing today.

Oct. 16 — Pirates in Paradise Fun-Raiser, a fundraiser for Alameda schools, at Bayside Shopping Center, 10 a.m.-5 p.m. All small boats are invited to participate. \$10 donation (\$5 for kids). Info, duright2@farmersagent.com or (510) 908-3939.

Oct. 17 — Downwind Marine's Cruisers' Seminar Series kicks off with 'Cruising Electronics & Power Generation' by Alan 'Dr. Electron' Katz at 7 p.m., \$3. More seminars at same time and location. **10/18:** Outboard Care for Cruising Mexico (Tom Teevin); **10/19:** Pressure Cooker: The Vital Galley Tool (Paul & David; \$5 fee); **10/20:** Cruising Mainland Mexico (Dick Markie); **10/21:** Rigging at Sea (Capt. Stephen Mann). More TBA. Info, www.downwindmarine.com.

Oct. 20 — 'Midwinter Racing', part of Sausalito YC's Third Thursday Seminar Series, 6:30-7:30 p.m. Free and open to the public. Info, www.sausalitoyachtclub.org/calendar/whats-happening.

Oct. 23 — Ha-Ha Halloween Costume Party & BBQ in San Diego West Marine parking lot. May the best pirate win!

Oct. 24-Nov. 5 — Baja Ha-Ha XVIII Cruisers Rally starts from San Diego! Info, www.baja-haha.com.

Oct. 31 — Dress as your favorite sailor for Halloween.

October, 1981 — It Was Thirty Years Ago from the *Sightings* article 'Masher Mashed':

Actor Donald Sutherland, known for many movies, among them *M*A*S*H**, got into some problems recently when he ran his 21-ton sailing trawler *Black Duck* aground in the Delta. Sutherland and his crew of 11, including some of his children, were heading up the Sacramento River when they got stuck in the mud off Simmons Point on the west side of Chipps Island near Antioch. In the process of pulling the boat off, Sutherland broke his elbow and had to spend three days in nearby Los Medanos Hospital.

The first person to notice *Black Duck's* predicament was Bill Fairbanks, 48, of Antioch, who was passing by in his cruiser *Jiggs-Up*. Fairbanks made radio contact and then called the Coast Guard, who dispatched a vessel from Mare Island. With the Coast Guard pulling the bow of the *Black Duck* and Fairbanks pulling from the side, part of the rigging gave way and a piece smashed into Sutherland's arm, breaking his elbow in five places. Sutherland was taken ashore and, as he was



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33' CANADIAN SAILCRAFT CS-33, '81 \$38,500
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32' CATALINA 320, '95 \$56,000
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30' CATALINA, '86 \$21,900
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Frank Sloodman's J/111 *Invisible Hand*
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Dorian McKelvy and Jim Zaky's *Mad Men*

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CALENDAR

being loaded into the ambulance, he introduced himself to Fairbanks, who had cut his hand freeing a line from his prop. Fairbanks, it turned out, didn't know who Sutherland was, a fact which impressed the publicity-shy actor. Sutherland invited his new friend to visit him in the hospital while he denied any interviews to the local press.

Black Duck was taken to a hiding place, but Fairbanks, extremely knowledgeable of the Delta, found the boat and took the kids a gallon of ice cream as a gift. This impressed Sutherland all the more and, when he resumed his trip up the Delta, he left Fairbanks an open invitation to visit him in Southern California. Ignorance is bliss, they say.

Nov. 5 — Cruisers' Kick-Off Potluck at Downwind Marine in San Diego, 12-4 p.m. Info, www.downwindmarine.com.

Nov. 6 — Daylight Saving Time ends.

Nov. 10-12 — Trawler Fest boat show at Kona Kai Resort in San Diego. Check out the boats, seminars and a variety of other activities. Info & tickets, www.trawlerfest.com.

Nov. 11-12 — Corsair Performance Sailing Clinic at Shelter Cove Marine (San Diego). Learn to get the most out of your Corsair trimaran. \$395. Info, kurt@westcoastmultihulls.com.

Nov. 17 — Welcome to La Paz Party at Stella's Restaurant (ex-Papas n Beer) on the Malecon, 4 p.m. Live music, folk dancing, food and more. First 50 Baja Ha-Ha skippers & crew are free!

Racing

Oct. 1 — YRA-OYRA Lightship 2. GGYC, www.yra.org.

Oct. 1 — 31st Annual Women Skippers Regatta to benefit youth sailing. SYC, www.sausalitoyachtclub.org or (415) 381-5475.

Oct. 1 — Islander 36 Nationals hosted by GGYC. Info, www.islander36.org/11race.html.

Oct. 1 — Jack & Jill Regatta. CPYC, www.cpyc.com.

Oct. 1 — Small Boat Summer. EYC, www.encinal.org.

Oct. 1 — Doublehanded Race. TYC, www.tyc.org.

Oct. 1 — Around the Brothers Race. RYC, www.ryc.org.

Oct. 1 — Oktoberfest. OYC, www.oaklandyachtclub.net.

Oct. 1 — Fall #2. SSC, www.stocktonsc.org.

Oct. 1-2 — Leukemia Cup Regatta, PHRF and one design racing to benefit the Leukemia & Lymphoma Society. Hosted by SFYC, featuring keynote speaker venture capitalist John Doerr. Info, www.leukemiacup.org/SF.

Oct. 2 — Berkeley YC Chowder Series begins and continues every Sunday through March, except on Berkeley Midwinter weekends. BYC, www.berkeleyyc.org.

Oct. 2 — Singlehanded Race. TYC, www.tyc.org.

Oct. 2 — El Toro Stampede. RYC, www.eltoroyra.org.

Oct. 2 — Fall Series #2. FLYC, www.flyc.org.

Oct. 8 — Joan Storer Regatta. TYC's women skippers' race. TYC, www.tyc.org.

Oct. 8-9 — Belvedere Cup. SFYC, www.sfyc.org.

Oct. 8-9 — Sausalito Cup, a J/105 invitational. SYC/RegattaPro, www.sausalitoyachtclub.org/racing.

Oct. 15 — YRA Yankee Cup & YRA-ODCA Champion of Champions. IYC, www.yra.org.

Oct. 15 — BAADS Herb Meyer Regatta. SBYC, www.southbeachyachtclub.org.

Oct. 15 — Twin Island Regatta #3. SYC, www.sausalitoyachtclub.org/racing.

Oct. 15 — BYC's Oktoberfest Cup, featuring two new buoy races for multis, plus an around-Alcatraz race. Info, www.berkeleyyc.org.

Oct. 15 — Corkscrew Slough Regatta. SeqYC, www.el

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52' Santa Cruz, '99, <i>Renegade</i>	\$495,000	38' Sabre 386, '08, <i>Kuai</i>	SOLD	33' Back Cove, '08.....	\$279,000
52' Santa Cruz, '98, <i>Hula</i>	SOLD	38' Sabre 38 Mkl, '84.....	SOLD	32' J/32, '02, <i>Tango</i>	SOLD
52' TransPac with IRC mods, '03, <i>Braveheart</i> *.....	\$499,000	36' J/109, '03*.....	\$189,000	32' Catalina 320*.....	\$59,000
50' Bakewell-White, '02, <i>Brisa</i>	\$615,000	36' Islander 36, '72, <i>Absolute</i>	Reduced \$40,000	30' Olson 911S, '89, <i>Halcyon</i>	New Listing \$35,000
48' J/145, Hull #9, '03*.....	\$675,000	35' J/105, '01, Hull #400, <i>Lulu</i>	\$105,000	30' Olson 30, '79.....	\$12,000
48' 1D48, '96, <i>Chaya</i>	\$125,000	35' J/105, '02, Hull #520, <i>Sea Room</i>	SOLD	30' Peterson Half Ton*.....	\$27,500
47' Valiant, '81, <i>Sunchase</i>	\$90,000	35' J/105, '01, Hull #463, <i>Trickster</i>	SOLD	29' MJM 29z, '07*.....	\$269,000
44' Kernan, <i>Wasabi</i>	SOLD	35' J/105, '01, Hull #405, <i>Swoosh</i>	SOLD	28' Alerion Express, '06*.....	\$99,000
44' J/44, '93, <i>Halcyon Days</i> *.....	SOLD	35' J/105, '00, Hull #347, <i>Bald Eagle</i>	\$99,000	28' Alerion Express, '02*.....	\$72,500
44' Wauquiez 43 Pilot Station*.....	\$299,000	35' J/105, '00, Hull #343, <i>Nirvana</i>	\$94,900	28' Islander, '79*.....	\$16,900
43' J/130, '96*.....	\$184,000	35' J/105, '99, <i>Life Is Good</i> *.....	\$74,900	26' J/80, '01, <i>Whiplash</i>	\$32,000
43' Custom C&C, '73.....	\$325,000	35' J/105, '92, Hull #44, <i>Orion</i>	SOLD	26' J/80, '01*.....	\$32,900
40' Pac. Seacraft, '99, <i>Dream Keeper</i> ...New Listing	\$314,900	35' J/35, '84, <i>The Boss</i> *.....	SOLD	26' J/80, '04, <i>Heart Attack</i>	SOLD
40' Summit, '08, <i>Soozal</i>	\$579,000	35' J/35C, '93*.....	\$89,000	26' Aquapro Raider, '02, enclosed hard top.....	SOLD
40' Avance, '85, <i>Caribou</i> *.....	SOLD	34' J/34, '85, <i>The Zoo</i> *.....	\$29,900	20' Melges, '09*.....	\$45,000
40' Olson, <i>Elka</i>	SOLD	34' MJM 34z, '05*.....	\$334,000		

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CALENDAR

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Oct. 15 — South Bay Championship. SeqYC, www.sequoiayc.org.

Oct. 15 — Fall One Design #3. SCYC, www.scyc.org.

Oct. 15-16 — SSS Vallejo 1-2, a mellow way to end the shorthanded season. Info, www.sfbaysss.org.

Oct. 15-16 — Jessica Cup, fleet racing for big woodies. StFYC, www.stfyc.com.

Oct. 15-16 — Joe Logan (MerCs), Calvin Paige (Stars) and Albert T. Simpson (sportboats) Regattas. StFYC, www.stfyc.com.

Oct. 15-16 — Fall Classic, a Knarr, Bird, Folkboat & IOD invitational. SFYC, www.sfyc.org.

Oct. 16 — Lady Skippers Race. PresYC, www.presidioyachtclub.org.

Oct. 21-23 — IOD Team Regatta. SFYC, www.sfyc.org.

Oct. 22 — Ruth Gordon Schnapp Regatta, a fundraiser for Susan G. Komen for the Cure. Requires a woman to be at the helm. GGYC, www.ggyc.com.

Oct. 22-23 — Fall Dinghy & Olympic Classes. StFYC, www.stfyc.com.

Oct. 23 — The Pink Boat Regatta, a benefit for the Breast Cancer Research Foundation. CYC, www.thepinkboat.org/regatta.

Oct. 23 — Fall SCORE #3. SYC, www.southbeachyachtclub.org.

Oct. 29 — Red Rock Race. TYC, www.tyc.org.

Oct. 29-30 — Great Pumpkin Regatta, a Halloween tradition. RYC, www.richmondyc.org.

Oct. 29-30 — PCCSC Match Race Champs. StFYC, www.stfyc.com.

Oct. 30-Nov. 5 — 25th Annual Pro Am Regatta on Virgin Gorda, hosted by Bitter End YC. Info, www.beyc.com.

Nov. 5 — Midwinter #1 (Manuel Fagundes Seaweed Soup Regatta). GGYC, www.ggyc.org.

Nov. 5 — Midwinter #1. VYC, www.vyc.org.

Nov. 5 — Summer's Last Gasp Race. HMBYC, www.hmbyc.org.

Nov. 5 — Fall #3. SSC, www.stocktonsc.org.

Nov. 5-6 — Appleton Youth Regatta. SFYC, www.sfyc.org.

Nov. 6 — Jack & Jill + 1, the woman-skipped triple-handed race on the Estuary. IYC, www.iyc.org.

Nov. 6 — SYC Midwinter #1. SYC, www.sausalitoyachtclub.org/racing.

Nov. 6 — Midwinter #1. SYC, www.sausalitoyachtclub.org.

Nov. 6 — Redwood Cup #1. SeqYC, www.sequoiayc.org.

Nov. 12 — Jack Frost #1. EYC, www.encinal.org.

Nov. 12 — Midwinter #1. RegattaPRO, www.regattapro.com.

Nov. 12-13 — Midwinter #1 & 2. BYC, www.berkeleyyc.org.

Nov. 13 — Midwinter #1. IYC, www.iyc.org.

Nov. 15 — YRA Year End Awards Party at Berkeley YC, 7 p.m. Info, (415) 771-9500 or www.yra.org.

Remaining Summer Beer Can Regattas

CAL SAILING CLUB — Year-round Sunday morning dinghy races, intraclub only, typically in Laser Bahias and JY15s. Email Gary at racing_chair@cal-sailing.org.

COYOTE POINT YC — Wednesday nights through 10/26. George Suppes, (650) 921-4712 or regatta@cpyc.com.

LAKE TAHOE WINDJAMMERS YC — Wednesday nights through 10/12. Steve Katzman, (530) 577-7715.

ST. FRANCIS YC — Friday Night Windsurfing Series: 9/30.

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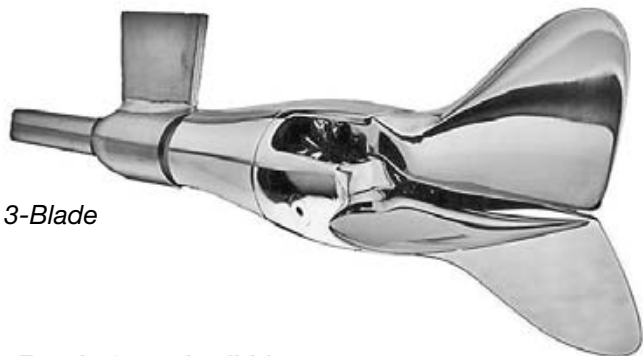
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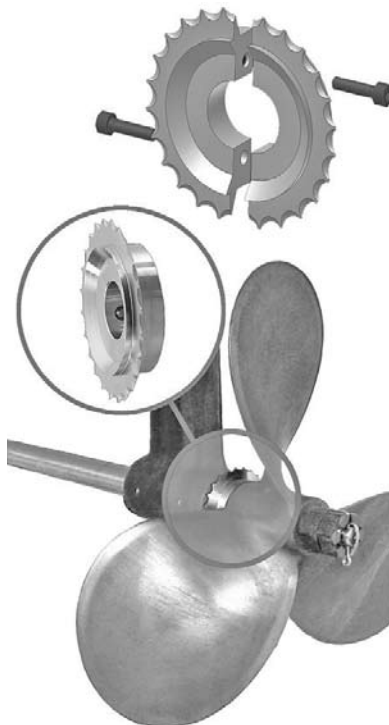
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CALENDAR

Info, racemgr@stfyc.com.

SANTA CRUZ YC — Wet Wednesdays through 11/2. Greg Haws, (831) 425-0690 or greg@scyc.org.

SAUSALITO YC — Tuesday Night Summer Sunset Series: 9/6, 9/20. Dave Borton, (415) 302-7084 or race@sausalito yachtclub.org.

SEQUOIA YC — Wednesday nights through 10/12. Steve Holmstrom, (650) 610-9501 or www.sequoiayc.org.

SHORELINE LAKE AQUATIC CENTER — Laser racing (BYOB) every Wednesday night, May-October. Roger Herbst, rogerlaser@yahoo.com or (408) 249-5053.

Please send your calendar items by the 10th of the month to calendar@latitude38.com. If you're totally old-school, mail them to *Latitude 38* (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941 or fax them to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that either are free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

October Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
10/01Sat	0340/4.9	0829/2.4	1450/6.4	2135/-0.5
10/02Sun	0452/4.7	0932/2.8	1546/6.1	2241/-0.2
	LOW	HIGH	LOW	HIGH
10/08Sat	0334/0.8	1023/5.5	1611/1.4	2221/5.2
10/09Sun	0412/1.0	1052/5.6	1649/1.0	2309/5.1
	HIGH	LOW	HIGH	LOW
10/15Sat	0247/4.4	0725/2.8	1332/5.6	2016/0.1
10/16Sun	0339/4.3	0804/3.1	1410/5.5	2100/0.2
	LOW	HIGH	LOW	HIGH
10/22Sat	0147/0.5	0853/5.3	1435/1.7	2035/5.0
10/23Sun	0237/0.7	0928/5.7	1524/0.9	2142/5.2
	HIGH	LOW	HIGH	LOW
10/29Sat	0236/5.1	0717/2.5	1330/6.6	2016/-1.2
10/30Sun	0337/4.9	0814/2.8	1421/6.3	2112/-0.9

October Weekend Currents

date/day	slack	max	slack	max
10/01Sat	1053 2357	0158/4.1F 1346/2.9F	0525 1636	0741/2.7E 1957/5.0E
10/02Sun	1152	0259/3.7F 1443/2.4F	0628 1732	0837/2.2E 2053/4.5E
10/08Sat	1151	0221/3.3E 1458/3.0E	0554 1819	0902/3.2F 2119/2.9F
10/09Sun	0002 1226	0304/3.2E 1526/3.4E	0635 1900	0937/3.1F 2201/3.1F
10/15Sat	0951 2248	0104/3.1F 1247/2.1F	0431 1528	0645/2.2E 1856/4.1E
10/16Sun	1025 2334	0146/2.9F 1328/1.9F	0519 1605	0729/2.0E 1941/4.0E
10/22Sat	1025 2227	0020/3.6E 1302/3.1E	0408 1644	0710/3.2F 1929/2.6F
10/23Sun	1106 2332	0119/3.6E 1354/3.8E	0458 1736	0757/3.4F 2028/3.3F
10/29Sat	0943 2242	0051/4.5F 1233/3.0F	0420 1520	0633/2.7E 1844/5.5E
10/30Sun	1039 2339	0147/4.2F 1327/2.7F	0516 1613	0726/2.4E 1936/5.0E

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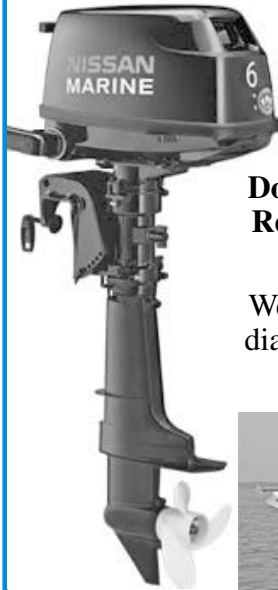
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LETTERS

↑↓ TALL SHIP MINUTE OF THE MONTH

In the September issue, politically correct Charles Taylor urged *Latitude* readers to protest the San Francisco visit of *Esmeralda*, the Chilean tallship/ambassador, because years ago it had been used as a prison and torture ship.

Taylor might then also want to protest the next time *Eagle*,



USCG

the 295-ft barque that is the training ship for the U.S. Coast Guard, plans to visit San Francisco. After all, she was launched in '36 as *Horst Wessel*, a Nazi Kriegsmarine training ship.

Ron Geick
Scanmar International

Ron — We had no idea, but you're absolutely correct. Research shows that both Adolph Hitler and Rudolph Hess, his long-time Nazi Party deputy, attended the launching. Horst Wessel was named after a party loyalist who

If you're going to protest 'Esmeralda', then you'd better protest the Coast Guard training ship 'Eagle'.

was assassinated in Berlin and made into a Nazi martyr. Prior to his death, Wessel composed *The Flag on High*, known as the *Horst Wessel Lied*, which became the anthem of the Nazi Party. Everyone was required to give the 'Hitler salute' during the singing of the first and fourth verses of the song, which was played endlessly. The anthem has been banned in Germany and Austria since '45, so both Apple and Amazon got into trouble earlier this year for making it available to German customers. This has been your Tall Ship Minute for this month.

↑↓ EVEN MORE POLITICS MIXED UP WITH SAILING

Based on letters from environmental groups such as the Sea Turtle Restoration Project, and environmental agencies such as the Bay Conservation and Development Commission (BCDC), it's obvious to me that not everyone is excited about the America's Cup coming to San Francisco Bay.

Dave Benjamin
Island Planet Sails

Dave — While almost all the groups and agencies are careful to say that they "most definitely want the America's Cup to come to San Francisco Bay", they also make it clear they only want it to come to the Bay on their terms. This is standard operating procedure for all special interest groups. Whenever there is a major event — the Super Bowl, the World Cup, the Olympics — various special interest groups and government agencies see an opportunity to not only press their agendas — which may or may not be altruistic — but also to raise their profiles and solicit money from the public. Yes, everyone wants a piece of the action. Whether the perceived collective 'costs' exceed what the event management is willing to cough up determines whether or not the event actually takes place in a particular venue.

The America's Cup has travelled a long way down the road to taking place in San Francisco in '13, but thanks to special interest groups and government agencies, we figure there is still a 25% chance that the Finals will be held elsewhere. Fun-loving Newport, Rhode Island, where there is a long America's Cup history, where people don't have a problem with big boats



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"The best experience I have had buying a boat and this was our fourth boat. I found buying in Mexico was as easy as buying in the States." - **Craig & Madeleine Myrmel**

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LETTERS

and rich people, and where the local government really wants the economic jolt the event would bring, stands at the top of the list of alternative sites.

↑↓WHAT KIND OF 'MOMENT' WAS IT?

While taking pics of a freighter passing by at Martinez, I



STAN BURTON

The Martinez railroad bridge tender kindly opened wide during the Doo Dah for 'Oli Kai's tall mast.

had the opportunity to watch 50 Delta Doo Dah boats sail up the Delta. The high point was when the Union Pacific Railroad bridge raised to 135 feet to let *Oli Kai* and other boats go beneath. It was a good moment.

Stan Burton
Commodore
Martinez YC

↑↓THE STORM WITH NO NAME

I saw the September 7 *Lectronic* report on the history of late season hurricanes in Mexico. It reminded me of when we encountered a small Mexican hurricane aboard a Yankee 38 during the '77 Long Beach to La Paz Race. I think it was later than the one on your named storm list for '77. Maybe it didn't even have a name because it wasn't forecast.

Our first warning was on the evening radio check-in when we were told that fishing boats were all running for shelter at Cabo. We were south of Mag Bay at that time. Around 7 p.m. we noticed the swell beginning to reverse itself. We were running with a chute in light air, but then the swell started to come toward us.

By 9 p.m., we had 60 knots of wind on the nose. The wind was so warm that we stood watch wearing swim trunks and lifejackets with harnesses. The windspeed pegged at 60 all night, and didn't begin to drop until the morning. By noon there was no wind at all.

Most of the boats in the race hove to, but the Yankee 38 was bulletproof — if a bit slow. So we kept sailing with a #4 and no main. The swells were high enough that the boat stood up straight in the troughs, then got knocked over about 60 degrees on the crests. The only damage to the boat was the companionway ladder, which collapsed under one of the crew when we came off a swell. The PVC tube that contained the masthead wiring also sheared its pop rivets, and then fell three feet to the maststep inside the mast.

We overstood the Cape because the guys on watch were worried about getting too close to shore at night in the storm. That probably cost us, but we still got third in class. The big boats had all made it around the Cape before the storm hit, so they were able to surf north up to La Paz. But I understand they suffered some damage, too.

It was just a little Mexican blow, but it was not a winter storm, as the temp at night must have been in the 90s. Maybe it was a *chubasco*.

Mike Kennedy
Conquest, Cal 40
Los Angeles

Mike — We don't know what to say other than that the last official named storm in '77 is listed as Hurricane Heather, from

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LETTERS

October 4-7. Most of the time, she was hundreds of miles off the west coast of Baja. It doesn't sound as if you were hit by a chubasco either, as those are violent squalls with thunder and lightning, and tend not to last very long. We wonder if anybody else in that event has any additional information, including the correct date of the event. If we're not mistaken, long ago one of the Mexican races was held in late September — the height of hurricane season. That was changed after the fleet encountered hurricane swells — but not winds — on their way south.

Maybe it's just us, but if it's blowing 60 knots and we're far enough offshore, we're not going to be flying any sail at all.

↑↓ HEADING SOUTH IN 'HURRICANE SEASON', NO LESS

I want to echo *Latitude's* sentiments with respect to the safety of the Baja Ha-Ha. While my friends and I cruise on a fully-equipped Ocean Alexander 54 — we feel a little too old and worn out for the work involved with sailing — we will be running south to Cabo on October 27. Yes, that's technically still hurricane season. We fully expect to mingle with and pass the Ha-Ha fleet on the way down. We'll then spend seven months at San Jose del Cabo.

This will be our fourth trip to Mexico since '05 — and yes, we do the Bash back as well — and we have never once felt threatened by being in Mexican waters. There is safety in numbers, of course, but the hospitality shown by the locals from Ensenada, Mag Bay and Turtle Bay is always one of the highlights of our trip.

Have a safe and wonderful trip going south, and thanks for being a sane voice in today's world of insanity!

Jim Perell

Koulakani, Ocean Alexander 45
 Sacramento / San Diego

Jim — Thanks for the kind words. Isn't it funny that people who haven't been to Mexico think we're insane to go down there, and during 'hurricane season' no less? On the other hand, those who have done it feel it's insane not to do it.

Have a safe trip yourself, and we'll keep our ears and eyes out for you. We think there's a Ha-Ha T-shirt with your name on it.

↑↓ SAILING WITH THE GREGORIAN MONKS

I read with great interest your report on hearing people's voices at sea, and maybe even seeing crew that aren't really there. No matter if it's day or night, if we're doing more than



COURTESY CHAPARRAL

Hans Vielhauer keeps Marianne company aboard 'Chaparral'.

18 knots on the open ocean, I hear Gregorian monks chanting. This has happened on every ocean passage I've ever done, the latest being when I helped David Kory, formerly with Tradewinds Sailing School and Club and presently with AVI Nautica Worldwide Yachting Vacations, sail his Beneteau 51.5 *Ambassador*

from British Virgins to Fortaleza, Brazil. The monks sang all the way. Although I am not religious in any traditional way, I hear them in the rigging all the time. It drives me to sing my own songs, Bavarian folk songs mostly, just to drown them

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LETTERS

out. But they are persistent.

With respect to seeing crew who aren't really there, or who are long dead, I haven't had that happen yet. But I have been helped through very difficult situations on the water by one special sailor who passed away a number of years ago. This would be singlehander Hans Vielhauer of the Cal 40 *Chaparral*. His calm respect for the sea, and humble confidence to figure out what it takes to be part of it, remain a steady inspiration in my sailing life.

Marianne Wheeler
 Chaparral, Cal 40
 San Francisco

Marianne — We can understand your sailing at 18 or more knots aboard Kory's MacGregor 65, but we're curious how you sailed in excess of 18 knots aboard a Beneteau 51.5 — particularly against the current on the way from the British Virgins to Brazil.

As for your being inspired by Hans Vielhauer, we understand. We fondly remember him from when he raced his Scampi 30 Mach Schnell in the first two Singlehanded TransPacs. He was as in tune with the sea as he was averse to publicity and having his photo taken. The only time we got a photo of him was in Hanalei Bay when we tricked him by asking if he'd carry our surfboard around the corner of a building. When he did, we hopped out and got our photo of him paparazzi style! We also remember your letter to Latitude about one of Hans' death-defying feats:

"On June 13, '95, Sonoma's Hans Vielhauer and his Cal 40 *Chaparral* were caught in the entrance channel of the Ala Wai Boat Harbor by the 'great southwest swell of '95'. This was the swell that caused lots of damage and killed several surfers in the islands. According to Honolulu newspapers, the swells were the biggest to hit the south shore in 15 years. Hans and *Chaparral* were motoring in the channel when a towering wave broke across the entire opening, ripping the signs off the channel markers and pounding the shore. *Chaparral* was knocked down by the breaking wave, and Hans was washed overboard. As he went over, the heel of his foot kicked the gearshift into reverse. When the breaking wave passed, *Chaparral* righted herself, and made a nice circle in reverse — right back at Hans! When he surfaced and saw his boat coming back toward him, he knew there was only one thing to do — get back aboard! Although well past the age of 60 at the time, Hans managed to climb aboard his Cal 40, after which he put the transmission in forward and set a course for deeper water!"

If it wouldn't embarrass him even in death, Latitude would host a Hans Vielhauer Memorial Climb Back Aboard a Cal 40 Contest in his honor. For those readers who don't recall, Vielhauer also did the '90 and '92 Singlehanded TransPacs aboard *Chaparral*, and circumnavigated with her and Wheeler from '95-'96. A Latitude 38 toast to this most skilled, accomplished — and above all, humble — mariner.

FLUNKING IS A JOB REQUIREMENT

Latitude was right in the August 26 *Lectronic* — the U.S. really does have crazy and contradictory visa policies. You cited the case of Verdo and Gabriela Verdon, Australians who came to Alameda to buy a boat, and who were spending a lot of money. Yet the U.S. made them go to a distant foreign country — Mexico and Canada weren't far enough — in order to apply for another visa. And even so, U.S. Immigration wouldn't guarantee that they'd be allowed back into the country to get their boat! On the other hand, President Obama declared that people in the country illegally — even if they have no money or



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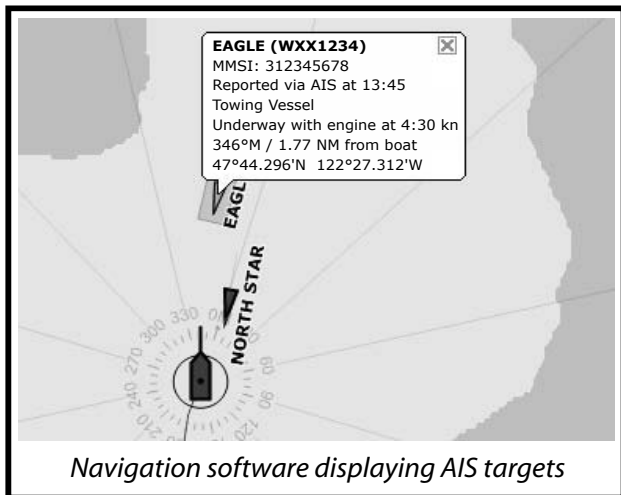
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LETTERS

skills, and are draining our limited services budget — will be allowed to stay as long as they haven't committed a felony.

But the U.S. isn't the only country with such policies. A few years back, our son went to Italy and found a one-year teaching job. After he got the job, the Italians made him fly all the way home to apply for his visa! He got it and flew right back to Italy.

I think there must be some test that all the people who work on immigration policy have to flunk in order to get a job with that agency.

By the way, I made the return trip home from Hawaii with Wayne Hendryx aboard his Hughes 45 *Capricorn Cat*. It was a great trip, and my first experience sailing at such high speeds. I hope it's not my last.

Pat McIntosh
Peregrine, trawler
Alameda / Sacramento

⇅ PUNISHING 'LEGALS' AND REWARDING ILLEGALS

Do you realize that the entire European Union has immigration laws very similar to the one that *Latitude* is complaining about? You can't get a work visa in the United Kingdom while in-country, nor can you go to bordering Ireland to get one. You have to go across the English Channel to France.

Frankly, we in the United States do a more pitiful job of protecting our borders and controlling immigration than any country on the planet — Mexico included. I say good on the Verdons for following the rules.

Nick Salvador
Finn, USA 1109
Richmond

Nick — You're talking apples and we're talking oranges. The Verdons weren't seeking a work visa, but rather a brief extension of their tourist visa so they could shower even more money on the Northern California marine industry. But no, our government made them spend \$4,000 of boat money on flying to El Salvador so they could apply for a new tourist visa there. Meanwhile, our president grandly announced that we won't prosecute people who are in the country illegally, taking American jobs and getting free American services. If we're going to turn a blind eye to law-breakers, can't we at least close our eyes to those who are reducing the national debt rather than contributing to it?

On the other hand, we couldn't agree more that the United States does a pathetic job of protecting borders and controlling immigration. If we're going to deliberately ignore our immigration laws and let everybody stay in the country, why are we wasting billions on border patrolmen, helicopters, SUVs, fences, night vision binocs and all that other junk? And if the president announces he's going to pick and choose which laws are going to be enforced, how does he expect citizens to have respect for any laws?

Of course, it's a moot point here in California, where the people of Mexico have all but succeeded in their 'Reconquest' of Alta California. It's just that not everyone realizes it yet.

⇅ HEY MAN, IS THAT OUR CAT IN THE PHOTO?

While dutifully reading the August issue of *Latitude* cover to cover, I came across a gorgeous photo that featured a girl in a bikini in the foreground on page 134 in *Charter Notes*. It was part of an article recommending chartering in the Eastern Caribbean. Anyway, after squinting at the photograph for a bit, I could make out the name on the Lagoon catamaran in the background, *Chillmore*. That's our cat!

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LETTERS

Many moons ago I remember reading an article that documented the *Latitude* publisher's purchasing the Leopard 45 cat 'ti *Profligate* and putting her into secondary yacht charter management in the Caribbean. Being the subtle instigator that I am, I showed the article to my wife. I managed to convince her that if we followed suit, we'd be much closer to our future cruising plans. My scheme worked! So now we proudly have *Chillmore* chartering in Grenada while we continue to pad our cruising kitty.

Yes, our boat's name may be slightly askew, but who wouldn't want to "chill more" while basking in the 85-degree air and water temps of the eastern Caribbean blue? Besides, there wasn't enough time to appease Neptune with a proper



Clint and Dora were surprised to see 'Chillmore' in the 'World of Chartering'.

name-changing ceremony before delivering the boat from St. Martin to Grenada this past spring. That trip alone was enough to lure me over to the dark side. We were sailing close-hauled in 30 knots of wind and confused 12-ft seas, yet *Chillmore* still nicely made way with an average boat

speed of eight knots under sail. And our drinks didn't even spill! Not too bad for a cruising charter boat.

With that I would like to cordially thank you and your fine magazine for displaying our boat and inspiring our future cruising dreams.

P.S. If that's not actually a photo of our boat, please don't tell my wife. She is so excited.

Clint & Dora Rogers
Minha Joia, Cal 2-29
Brickyard Cove, Pt. Richmond
Chillmore, Lagoon 410 S2
True Blue Bay, Grenada

Clint and Dora — Of course she's your cat!

We hope that your yacht management program works out as well for you as ours has for us.

↑↓ SAN DIEGO-TYPE SAILING ON THE ESTUARY

With regard to the August 24 *Lectronic* write-up on your Alameda Zen Sailing trip, during which time Morgan Jackson of the Catalina 34 *Aquavite* was photographed doing a flip into the normally chilly Estuary waters, NOAA reported that the temperature was about 68 degrees. Not bad for these parts. In fact, I took my Vanguard 15 over there that afternoon to do some San Diego-type sailing.



Morgan flipped over Zen sailing on the Estuary.

David Demarest
Burbujas, Vanguard 15 #1004
San Anselmo

↑↓ RICHMOND IS TOTALLY ZEN

Thanks for the great piece on Zen Sailing, the Richmond Circuit. While I'm probably biased, it often seems that Richmond is too-well-kept a secret, so it was great to see a good review of sailing in the area that captured all

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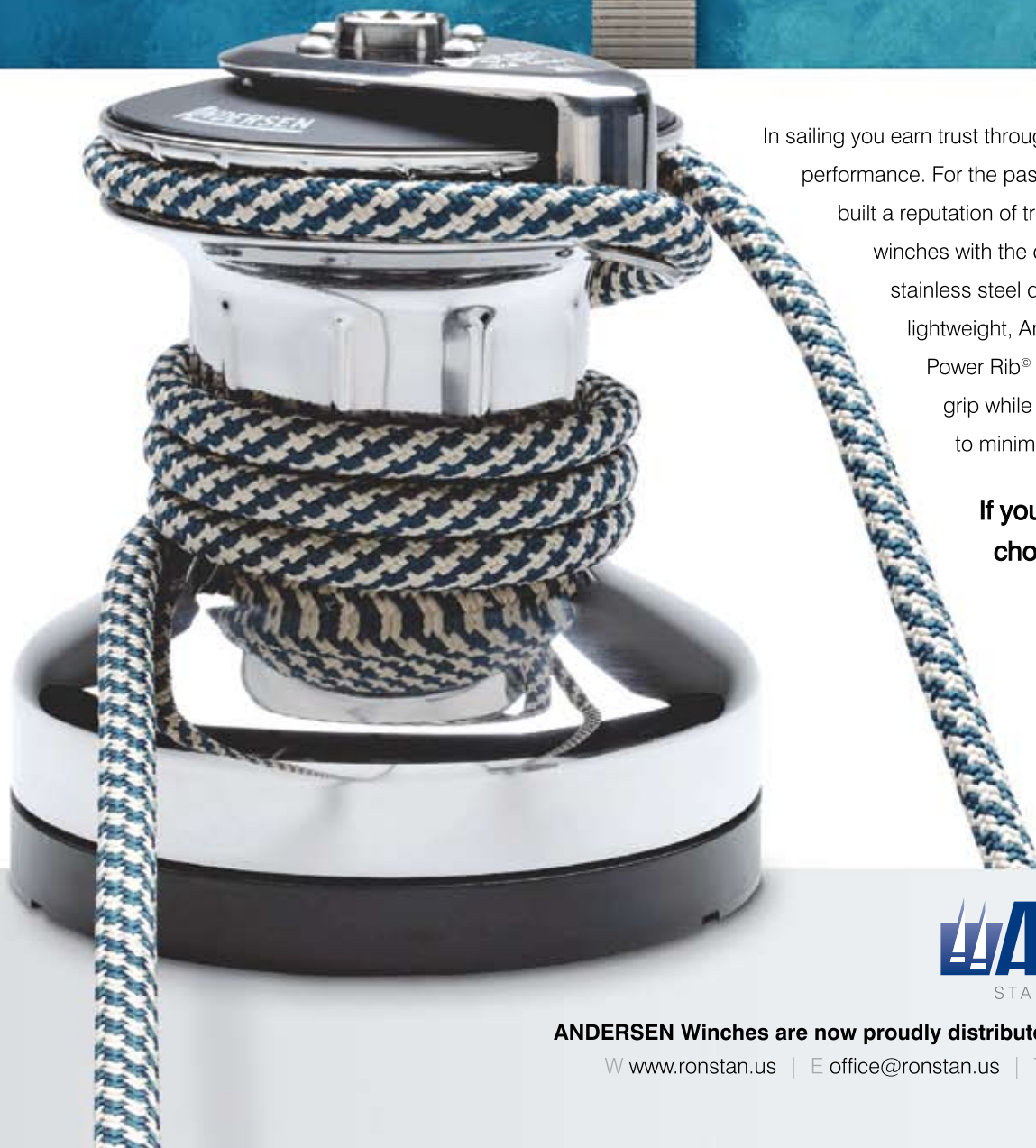
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LETTERS

the highlights.

The *Red Oak Victory* is indeed showing her age, but it was just announced that she is scheduled to head to drydock in mid-September for some much-needed maintenance. If all goes according to plan, the ship will be restored to seaworthiness for the first time since 1969. In any case, she should look a lot spiffier on her return.

While there aren't any mellow small boat races that I know of in the Portrero Reach area, I have been seeing more small boats as well as some of the larger trailerable multihulls launching



LATITUDE / RICHARD

The old Ford plant is beautiful and has a guest dock for the Boilerhouse Restaurant.

ing from the Marina Bay launch ramp for daysailing. The Richmond YC is definitely the local small boat racing powerhouse, as it has lots of events on the racing calendar and an active junior program.

As a dinghy sailor myself, I'd love to see even more small boat sailing in the area. I've spent a fair bit of time sailing my Laser out of Marina Bay, and have long thought that the open basin here could be a great spot for short-course small boat racing.

When the wind picks up, we're seeing more kites launching from the beach at Vincent Park on the south end of Marina Bay. I haven't tried it myself yet but I've been told this is a pretty good spot to start, as there is sheltered water behind Brooks Island and in the Channel, with the open waters of the Berkeley Circle close at hand. Since kiting seems to be growing in popularity, I expect to see the number of kites increase in the Richmond area.

We also see quite a few kayakers launching from Marina Bay, and there are a number of S.F. Bay Water Trail kayak launch areas in the Richmond area, including one near the Point San Pablo YC. Several groups run kayak classes and tours in the area as well. I'm even seeing occasional SUP'ers take advantage of our sheltered waters. So it seems as if lots of people are already in on the secret of how good boating is here in Richmond.

You mentioned the need to pay attention to the buoys when entering Marina Bay, and that is certainly true. I have often been surprised at how far boats can manage to get in very shallow water, and how many people seem to forget 'red, right, returning'. The simplest way to avoid problems is to stay in the main ship channel until you can make a 90-degree turn after Daymark 18, and then parallel the Ford Plant wharf into the marina. In other words, don't cut the corners!

The good news is that very soon it will be a much better approach, as dredging has already commenced for the marina entrance channel. When that is completed, the channel will be restored to the design depth of 12 feet over the full 175-ft width of the channel. Once in Marina Bay, the depth is up to 18 feet, so even pretty deep draft boats can come visit on their Zen Sailing tour without too much worry about depth.

Thanks for the great write-up, I look forward to future installations and seeing more people on their own Zen sailing circuits.

Stephen Orosz
Harbormaster

Marina Bay Yacht Harbor



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LETTERS

↑↓ THE BROADER MISOGYNY OF OUR SOCIETY?

Naming something, or judging the propriety, legitimacy or fitness of a name, is the oldest mark of ownership. Other than peeing on things, of course, which dogs still do. This tradition has spanned the ownership of vessels, the ownership of land — and most tragically, the ownership of people. Indeed, unabridged naming rights over one's own self and property has long been a seminal mark of freedom.

While I understand the grave results of impaired cognitive function, and a very fragile sense of machismo induced by testosterone, it baffles me to no end when that machismo is threatened by the putatively feminine being *too* feminine. It is an ancient tradition to regard vessels as feminine, most often applying pronouns 'her' and 'she' to the vessel. Yet, not *too* feminine, apparently, or that machismo begins to squirm.

So when the 'For Sale' listings for my boat brought responses such as, "That's not a real boat's name" or "You have to change the name," I really can't decide whether to be more irritated by the testosterone poisoning of the respondent or the broader misogyny of our society.

Would it be sufficiently machismo if I named my boat the *Otto von Bismarck*, or perhaps the *Titanic*, two doomed legacies of machismo at sea? Do Poseidon or Ægir, perhaps, disdain such hyper-masculinity on their waters, perceive a challenge to be the alpha male of the sea, and perhaps reserve a softer spot in their hearts for the more feminine? To me, those macho names would be like putting the gay-male-pride symbol that I think is called 'truck nuts' — they look like a scrotum hanging from a truck's trailer hitch — on this woman's boat!

What about *Juggernaut*? I can't decide if that's a hyper-feminine witticism or hyper-masculine menacing. Perhaps it's the hyper-juxtaposed androgyny of both in double-entendre — and possibly the same intended message as 'truck nuts'.

Well, my boat — having an extensive cruising history and having been cruised and loved passionately by the same couple for 25 years — is a woman's boat right now. So I don't want to hear anyone tell me she's "not a real boat." For those who don't like her name, I say you don't own her nor do you own the equally marvelous me. Casting judgment on whatever I care to name my boat is beyond anyone's purview.

Unlike owners of boats with masculinized names, I wasn't in competition for macho approval or maximum intimidation. And mine isn't a battle-hardened boat with a gun turret on the foredeck. Sure, these Columbia 34 Mk II hulls have long been very popular in macho competitive contexts such as racing, but currently, mine is a gentle 'lovers and cruisers' boat. She's a boat for love, to love, to be loved.

If someone wants to buy my boat and refit her for a different

purpose, then sure, changing her name would be their own choice. But only after they have taken ownership of her. Hell, the new name placard hasn't even

A pink panty by any other name . . .

been finished or mounted yet, so renaming her couldn't be easier for a new owner.

My Columbia 34 is thoroughly a real boat, a cruiser's boat, a storied boat — but she just happens to be named *The Pink Panty*. If you can't get over yourself and your need for macho gratification, and your aversion to the feminine, you can either buy the boat and change the name, or learn to live with

COURTESY THE PINK PANTY



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Mike has cruised the South Pacific, Hawaii, West Coast, Canada and Alaska. Many of those miles were singlehanded. He is a former sailing instructor. He has owned and upgraded the same C&C 38 for over 30 years.



Sausalito – David Forbes

295 Harbor Dr. • (415) 332-0202

In addition to teaching all levels of boating, David has captained various vessels from 40'-80' throughout the Caribbean, New England, Mediterranean, and Eastern Pacific. He currently owns a Colgate 26 and is active in the SF Bay Area Racing community.



Alameda – Dan Niessen

730 Buena Vista Ave. • (510) 521-4865

Dan Niessen currently owns two boats and is an avid long distance cruiser and a certified sailing instructor.



Long Beach – Holly Scott

251 Marina Dr. • (562) 598-9400

Captain Holly has been sailing all her life and has done so all over the world. She currently holds a 100-ton Masters License and loves to share her knowledge, experience and boating humor.



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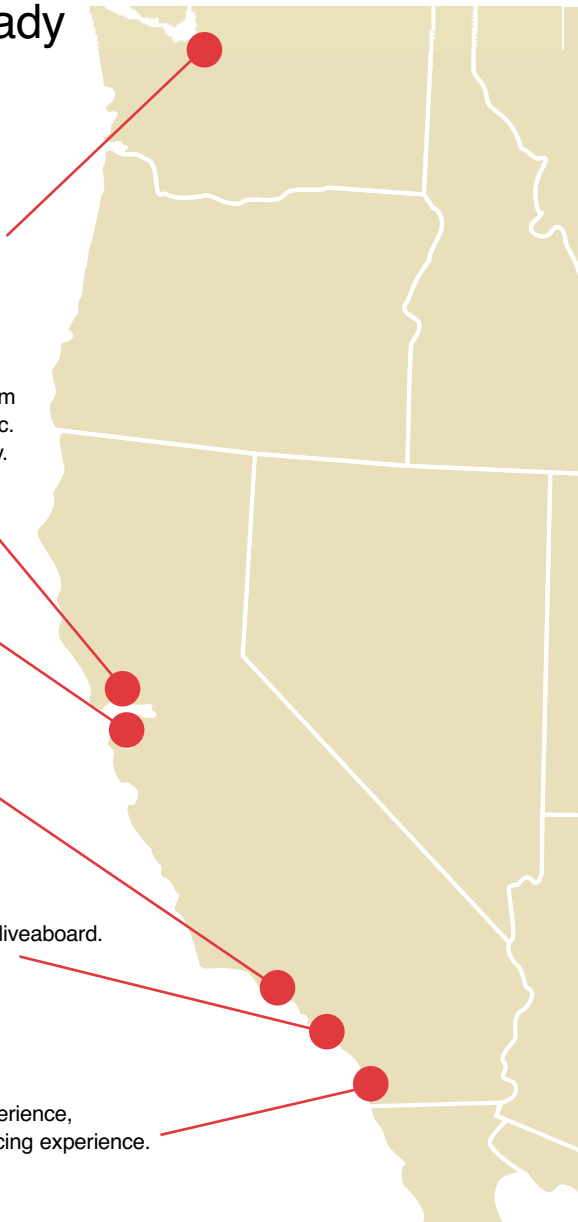
Tom Stallings has over 35 years of boating experience and is a current Dana Point liveaboard. Along with his thousands of ocean miles, Tom holds a U.S.C.G. Master License.



San Diego – Louis Holmes

1250 Rosecrans Dr. • (619) 225-8844

Louis has been an avid sailor for 23 years. He has over 6,000 miles of delivery experience, including two Mexico returns and a return from Hawaii, and over 10,000 miles of racing experience.



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LETTERS

the loving, vulnerable, gentle, intimate, feminine side of life proudly still afloat.

P.S. Many people *love* the name. For every criticism of the name, I have received more than several dozen enthusiastic praises. To each *her* own.

P.P.S. If you are the type that still needs to pee on things to mark them as your own, and intend to pee all over this boat to mark it as your own (rather than settle for buying naming rights with the boat), then I'll tell you now that I intend to not sell her to you.

Madame Dr. Jane Doe
The anonymous owner of *The Pink Panty*

Madame Dr. — We can't be sure, but it almost seems you're obsessing over this matter. While we're delighted that you didn't add to the legion of boats named Blow Job, Wet Spot, Passing Wind or worse, it seems improbable to us that you think you can remain "anonymous" when you're trying to sell a boat named The Pink Panty. What strikes us as even more odd is that you would care what other people think of your boat's name. We once knew a woman in the Caribbean who had a small sailboat named The Salty Vagina. She was supremely indifferent to what others thought, so there was no controversy at all.

As for your assertion that "Columbia 34 Mk II hulls have long been very popular in macho competitive contexts such as racing," we don't mean to contradict you, but where did you get that idea? The 34 was part of the family of flush deck/blister house boats Bill Tripp designed for Columbia that included the 22, 26, 34, 39, 43, 50, 52 and to some extent the center cockpit 57. While the 43, 50, and 52s were raced with some success many years ago when they were new, in our 35 years of covering sailing, we can't recall anyone ever racing a Columbia 34 Mk II. We're not saying it's never been done, but rather the 34s were better known for their spacious interiors and surprising headroom.

There is, however, a Columbia 34 whose memory always brings a smile to our face. This would be Breta, which is/was owned by Roy Wessbecher, who, if there were a Latitude 38 Sailing Hall of Fame, would occupy a prominent spot. Wessbecher told his story in the August '08 Changes:

"Back in '93 — after a tough six-day offshore run from San Diego to Cabo San Lucas — I signed in for Latitude's then-'Some Like it Hot Rally'. In so doing, I got a now-famous bright hot pink t-shirt with a green jalapeno pepper on the back. But when the 'Some Like it Hot' list appeared in the next issue of the magazine, I found that I'd been dubbed 'Lonesome Roy'. "The nerve!" I thought to myself. "Do they even know me? That's defamation!" Sure, I was singlehandedly my old Columbia 34 Breta at the time, and sure, it would have been nice to have the right partner along, but I was doing fine. So I let it go. Now, having covered 31,700 ocean miles and having visited 35 countries, 'Lonesome Roy' and old Breta are back. I finished the trip as I began it, singlehanded. But while en route I had a total of 17 crewmembers, all of them vegetarians — and all of them female. Cynthia, a Dutch girl, even lasted through the whole ugly Red Sea leg from Sri Lanka up to Israel — and that 4,400 miles took 147 days. Susanne, a Swedish girl, did the Atlantic and the Caribbean with me, which was 3,400 miles and 109 days. Maus, my cat, accompanied me all the way around.

"By the way, I kept an exact record of all my expenses during my circumnavigation. In the 4 years, 9 months and 9 days it took me to sail from Puerto Vallarta to Puerto Vallarta, I spent an average of \$14.66 a day. That's \$445 a month, \$5,350 a year, or a total of \$25,300. I had budgeted \$20 day, so I came out way under budget. Those numbers, by the way, include every single expenditure. I did two bottom jobs, one in New

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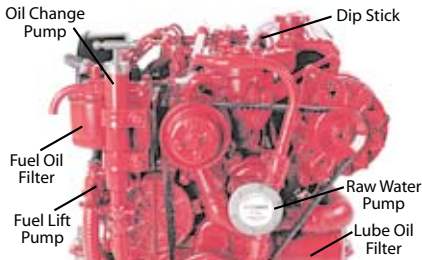
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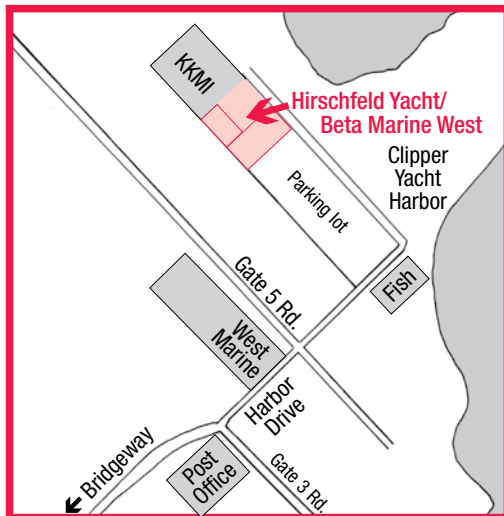
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LETTERS

Zealand and one in Thailand. I had no major breakdowns and I didn't fly home."

WOT TYPOES DUE EWE MEEN?

The accompanying photo is of a sign I saw on a head on a charterboat San Francisco Bay. It contains a one-letter typo, which completely changes the meaning. At least I assume



DAN MARSHALL

that it wasn't intended to say what it says.

Dan Marshall
USCG Master

Common sense or a typo? Maybe both.

Dan — If it weren't for the fact that there are too many typos in Latitude and Electronic, we'd jump all over the author of that sign. But things being the way they are, we just got a chuckle out of it. Some other typos we've seen recently: "Yard Sale 4 Collage Fund" and "Bus Stopped Due to Jass and Rib Fest". Neither was as good, however, as the signs held up at the Martin Luther King memorial celebration that read "I have a deram."

KEEPING THE FAITH

A dedicated reader of *Latitude*, I was in the monthly process of my cover-to-cover read of the July issue when I came upon the story about cruising on a budget aboard the circumnavigating Vanguard 32 *Carmen Miranda* with Cindy Holmes — and to my amazement, Faith Tamarin! Faith and I completed our first ocean crossing together in '79, more than 30 years ago.

It came about through a twist of fate. I had been directed to mail a letter to delivery captain Ken Murray, who was living aboard his 38-ft ketch with his wife at the Ala Wai Yacht Harbor in Honolulu — this obviously being eons before email. Several months later, and after a phone call and a face-to-face meeting, I was brought on as crew to help deliver the 50-ft cutter *Tuatea* from the Ala Wai to Pelican Yacht Harbor in Sausalito. I was young, adventurous, and very inexpensive, so I moved aboard *Tuatea* in March of '79.

The other crewmember was supposed to be a young guy from New Caledonia, who had sailed with Murray on several deliveries. Unfortunately, he'd let his passport expire. Murray, not wanting to risk having the boat impounded if we were met by the Coast Guard, let him go, and started a search for a third crewmember. This was important because, at that time, my sailing experience consisted of maybe two trips outside the breakwater by the *Queen Mary* aboard my uncle's 28-ft sloop.

Anyway, Faith had shown up in Honolulu hoping to catch a ride on a boat back to the mainland, and to that end had placed her name on a message board at the Ala Wai. Murray eventually contacted her. That's how crews used to come together 30 years ago.

We spent about a week waiting for the weather to clear, finished with the last of the provisioning, and set sail on April 17. The next 33 days were quite eventful, as it was pretty early in the season to sail back to the mainland. Consequently, we had lots of weather, both good and bad. For example, there was no wind the first couple of days, so we had to motor. Unfortunately, the refrigeration had mistakenly been connected to the engine, so we ruined most of the vegetables we'd stored in the cooler!

Then, about two weeks out of Honolulu, Faith noticed that

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LETTERS

the backstay was coming unwound. We fixed that situation with a block and tackle arrangement.

Our third week was highlighted by the discovery of an error in navigation, which put us several hundred miles south of our previous day's location. We were supposed to be heading north! To finish it off, the boom broke about four days out of San Francisco.

Despite all this, we enjoyed days upon days of jokes and laughter, sharing meals and countless evenings in the cockpit listening to *Mystery Theater* over the AM radio. And there were all those sunrises, sunsets and starlit nights.

When we parted in Sausalito, Faith returned to Berkeley to continue honing her sailing skills — obviously with great success. I headed back to Southern California for about 10 weeks, then helped Ken doublehand his ketch from Ala Wai back to Pelican Harbor. Two crossings in one summer wasn't bad.

But the real congratulations go to Faith and Cindy for making it around on their Vanguard — and apparently on just \$500 a month. Way to go, ladies!

If Faith would like to touch base as much as I would, she can reach me at bowlfam4@verizon.net.

P.S. I'm eyeing the Ha-Ha Crew List!

Kevin Bowls
Temecula

↑↓ THE MAN RESPONSIBLE FOR 'BARELY LEGAL'

I'm not sure why you would give Ha-Ha naysayers the recognition of a response. I have met several people who have done the Ha-Ha, and the response has always been, "It was a blast!" Of course, there are always those who can't stand it when others have fun and enjoy themselves. They would probably bitch if they were hanged from a new yard-arm.

For the second year in a row I won't be able to make the Ha-Ha because of health reasons — my boat is sick. And I feel I need to get more experience sailing my 39-ft oldie-but-goodie. However, I feel I'll still be part of this year's Ha-Ha. As the Grand Poobah might remember, I attended the Ha-Ha presentation at the Strictly Sail Boat Show in Oakland, the one where the audio visual equipment didn't work for the first 15 minutes. In order to kill time, the Grand Poobah asked for suggestions for a nickname for this year's 18th Annual Ha-Ha. I'm the one who came up with the 'Barely Legal' nickname.

Steve Denney
BreakTime, Yorktown 39CC
Pittsburg

Steve — We think it's a good idea to listen to and occasionally respond to grouchers, even if some of them have all the facts wrong and seem to be completely off their rockers. As for constructive criticism, it's even more helpful than praise, so we welcome it.

As for the 'Barely Legal' nickname for this year's Ha-Ha, you indeed are the man, and as soon as we get the shirts printed up, we'll have a Ha-Ha XVIII t-shirt for you.

↑↓ YOU'D BE CRAZY NOT TO GO TO MEXICO

I loved your August 29 *Lectronic* article defending the Ha-Ha. We heard the same "You're crazy, you're gonna die if you go to Mexico" nonsense when we left on the '10 Ha-Ha. In reality, we felt much less safe in Coos Bay, Oregon, when the drunken fishermen started shouting, fighting and shooting.

My wife didn't like the pace of the Ha-Ha, but I felt we got our money's worth and learned to keep a schedule.

I think you should also mention the good work done by Andy Turpin, the Assistant Poobah, and the others who made sure everybody got to Cabo all right, or got rescued — like the guy

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LETTERS

who went aground just to the north of Bahia Santa Maria.

Damon Cruz
 Rose of Erin, Hughes 40
 '10 Ha-Ha vet
 Juneau, AK

Damon — Thanks for the kind words. We understand your wife's point of view. While there are stops of 24 to 48 hours at Turtle Bay and Bahia Santa Maria, the Ha-Ha nonetheless moves south toward Cabo at a reasonably brisk pace. It has to or it would take more than two weeks, which would make it impossible for many of the entries to find crew. In years past, a few folks have dropped out at Bahia Santa Maria, as they had gotten far enough south to find warm air and warm water, and wanted to explore the Mag Bay area.

Andy Turpin, the Assistant Poobah, and Doña de Mallorca, the Chief of Security, have done something like 30 Ha-Ha's between them, and have done a fabulous job. So have the many volunteers. Thanks for remembering them.

For the record, Dachyon, the DownEast 38 that went aground north of Bahia Santa Maria was not part of the Ha-Ha



LATITUDE / ANDY

fleet. But it's not uncommon for Ha-Ha boats to come to the assistance of non-Ha-Ha boats, be they on the beach or otherwise disabled and in need of a tow. After all, helping others is part of the fun of cruising as well as part of the Ha-Ha ethos. By the way, we're happy to report that Mark Cholewinski, who owned Tachyon, now has a new steel boat that he is fitting out for more cruising.

HA-HA HATERS ARE JUST PLAIN JEALOUS

What's with the BS'ers going on about the Ha-Ha anyway? They're always the loudest, usually the rudest, and are just plain full of it. Every year there's a few who talk down the Ha-Ha, almost all of whom have never done the event. I think



COURTESY DAYDREAMS

they're just plain jealous. Sure, a very few people who have done it say they didn't care for it, the typical reason being that the Ha-Ha moves a little too fast for their taste. But these people don't bad-mouth the event. We've cruised south to Mexico twice, once on our own in '03, and then again with the Ha-Ha in '05. We were bummed that we were too late for the '03 Ha-Ha, and ended up sailing from San Francisco to Puerto Vallarta in just 15 days. We did make the '05 Ha-Ha, however, and we're sure glad we did. We loved it.



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LETTERS

The Ha-Ha is the greatest way we can think of to escape to the cruising life. You make many new cruising friends, and it really gets you in tune with your new way of life. It is especially good for the first mates and the crew — for us, our crew were our children. They really need to get in touch with their own, and for that, the Ha-Ha is where it's at.

When I saw the August 29 *Lectronic* photo of all the Ha-Ha kids on the beach in Cabo, with our own 'Princess Jacque' right in front, all our Ha-Ha memories came rushing back. What a great way to make it through another Monday.

Our kids blossomed in ways only cruising kids can. We weren't even 24 hours into the Ha-Ha when Jacque decided the kids needed their own morning net, so she got it started right away. I remember that one boat that radioed in a complaint about the kids doing their own net, but they got shut down right away by a huge number of calls in support of it. There's always got to be one in every crowd! I know the Poobah loves the kids. Seeing their faces and looking through their eyes makes you feel young again and really appreciative of life.

Much of the joy of cruising is about the people you'll meet and the lifelong friendships you'll make. There is no better way to get started on it than on the Ha-Ha. Next time we head south, you can bet we'll be with the Ha-Ha and our new group of friends. Forget the BS'ers, they're so full of shit!

Joe, Melinda, Joseph & Jacque Day
Daydreams, Pearson 385
Nevada City, California

The Day Family — Thanks for the very kind words. Professionals tell us that hatred of something is almost always rooted



JOE DAY

in jealousy and feelings of inadequacy. Without jealousy and inadequacy, there would merely be indifference.

The kids' nets are fascinating, both because of how quickly the young participants pick up the skills and etiquette, but also because, unlike adults, they

Kids bring a lot of energy to all the Ha-Ha events, including the morning net.

usually say exactly what's on their minds.

We look forward to doing another Ha-Ha with your family in the future.

↑↓WHO'S UP FOR A SO-CAL HA-HA?

How about having an event similar to the Baja Ha-Ha, but with Hawaii as the destination? It's easy to cruise there, people could buddyboat, and you could have net controllers on the water and on the land. And depending on the entrants, you could have starts on different days so people would arrive at about the same time. I'm sure Charles at Kewalo Basin Harbor would be up for it. I think there are many sailors who would like to participate in just such an event; they just need a slight push. And having the chance to do it with other cruisers would be the big push. I'd be willing to help get it going.

Lynn A. Stokes
Morro Bay

Lynn — There already is such a great such event — the Pacific Cup, aka The Fun Race To Hawaii, from San Francisco to Oahu's Kaneohe Bay. While the event always has some hot

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... racing boats, there are fast cruisers, too. And they have plenty of pre- and post-race social activities, plus all the communications you could want. The next one starts on July 16, 2012.

But let's be realistic, a trip to Hawaii and back is a much greater challenge than a Ha-Ha and return trip from Mexico. Here are a few of the reasons: 1) The Ha-Ha is one-third the length, and the fleet stops every two or three days for a couple of days of rest and socializing. 2) The Ha-Ha weather conditions are warmer and more mild than that on a trip to Hawaii and back. 3) If the weather were to turn nasty or the crew really wanted to stop and rest, there are a number of good anchorages on the coast of Baja, but there are none on the way to Hawaii. 4) It's less than a 10-day trip to Cabo, including the two stops, while many Ha-Ha boats would take two or more weeks of nonstop sailing to get to Hawaii. 5) Mexico is much less expensive. 6) And we hate to say it, but Mañanaland marinas are much nicer to mariners than those in Hawaii, which has zero aloha for sailors. (However, we do hear that Kewalo Basin, run by Almar rather than by the often-uncaring state of Hawaii employees, is an exception.) It's true that Hawaii has Hanalei Bay, probably the single most beautiful anchorage in either of the two places, but it's a long way to go just for that.

Doug Thorne of the Alameda-based Celestial 48 Tamara Lee Ann has done a couple of Ha-Ha's, so he sailed to Hawaii and back this summer for a change of pace. On a scale of 1 to 10, he said the Ha-Ha's were a 1 in degree of difficulty while the Hawaii trip — particularly the sail home — was a 10. It doesn't surprise us, because it really isn't an "easy cruise" to Hawaii and back. (See Thorne's Changes in this month's issue.)

If we were to start another cruising event, it would be the So-Cal Ha-Ha, a 10-day event that would have the following itinerary: Start at Santa Barbara; two nights at Santa Cruz Island; one night at Paradise Cove just inside Pt. Dume; King Harbor for a night; Catalina's Two Harbors for two nights; Long Beach for one night; then down to the finish in Newport Beach. It would be around Labor Day, when Southern California weather is the best. Our purpose in life has turned out to be helping people have fun with their boats, so while we don't really need another sailing event in our lives, if 30 or more boats express an interest (email richard@latitude38.com), we'll be there for them.

↑↓ NAVIGATING HIGH SURF ON PROFLIGATE

I saw the TV news report of *Latitude's* catamaran *Profligate* leaving the Oceanside Harbor during that huge swell in September. It was a case of a well-designed and immaculately maintained boat, sailed by a skipper of great experience and good judgment, in conditions that were well within the capabilities of both. Very well done. I do wish more people understood the full dimension of the control available with such a craft to experienced crew in safety.

Robert Wilson
Bobcat, Crowther 38
Brisbane

Robert — Let's not get carried away. First of all, *Profligate* is a heavily used work boat, not a yacht, so nobody who comes aboard and sees the paint peeling on her decks is going to accuse her of being "immaculately maintained." And while her skipper may have sailed for many years, there are far more skilled and experienced sailors around.

We waffled about running the video in *Electronic* because we didn't want to give sailors the idea that it's wise to take risks leaving harbors when a big swell is running. That's why we carefully noted that *Profligate*, thanks in part to a clean bottom,

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LETTERS

was able to motor out at more than 10 knots during a lull. Had she been a seven-knot boat, the first wave would have broken on her, and she and her crew could have easily been driven

JONATHAN HOOVER



Don't try this at home, kids.

en onto the eastern breakwater by the following two waves. We also noted that we had observed the entrance conditions for more than an hour before leaving the dock, then hovered just inside the breakwaters for at least 30 minutes before finding what we believed was a suitable lull. Had we not found a good lull within the next 15 minutes, we were going to return to the dock.

The thing we want everyone to be clear on is that it can be life-threatening to leave harbors when big waves are breaking, even if the harbor patrol hasn't closed the harbor. People also need to know that non-surfers are generally poor at estimating how quickly waves approach, something that's proven all the time by the number of dinghy dumpings one sees along the coast of Mexico. So please, please, please, don't leave a harbor unless you are absolutely sure that you can make it, and make it with a wide margin of error.

↑↓"I CHAFE AT THE NANNY STATE"

On the great suggestion of the Grand Poobah, we sailed up into the Sea of Cortez right after the conclusion of the '06 Ha-Ha. To this day, it stands out as one of our best cruising adventures. The beauty, the solitude, the warm water and the people — all of it was wonderful.

We ended up on a mooring in the Puerto Escondido inner harbor when the first Norther of the season blew through. After three days of 40-knot winds, which had our inflatable with her 8-hp outboard flipping behind our transom, and the final insult — our having to put on fleece clothing — we decided it was high time to head south and over to the mainland. So when the wind abated to just 25 knots, we split for Mazatlan.

We had a legendary 36-hour sail! The wind was fixed at 140 degrees off our port quarter, and never blew less than 20 knots. The sailing was too wonderful for us to ever go off watch, and I don't think I adjusted the sails even once. I can still feel the rhythmic rising, falling, surfing, settling in the trough — then repeat and repeat and repeat. It was fine, fine sailing.

We finally anchored behind Isla Pajaros off Mazatlan at 2 a.m. and got some sleep. The next morning we headed for the breakwater and channel that leads to Marina El Cid and Marina Mazatlan at the north end of town. We could see big swells and hear them breaking on the breakwater, but as with the Wanderer's experience at Oceanside, there were also long lulls. We watched the pattern for about 30 minutes, and when it was consistently flat, we powered in.

Once we were safe inside the channel, we looked back — and were surprised to see 8- to 10-ft seas breaking all the way across the channel entrance! When we tied up at the El Cid Marina, we were informed that we had entered a closed port.

I suppose that we technically broke the law, but I didn't feel we took any undue risk. Going to sea in a small boat has some inherent risk which most sailors accept — and maybe even crave. I chafe at the nanny state idea that it can all be made safe by some more laws and regulations. Risk-takers



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LETTERS

make the world interesting, and their screw-ups make great stories. Here is to the American spirit that sees a challenge, measures the risks and acts. Be it a harbor entrance, starting a business, or building a sailing rag publishing empire!

Craig & Lamia Alger
Page One, Beneteau First 42
Emery Cove and Chico

Craig and Lamia — Empire? You've gone way overboard.

But as we're sure you'll agree, everything has to be evaluated on a risk-reward basis. Since our reward — getting to Catalina that day as opposed to the next or the next — wasn't that great, we were fully prepared to return to the dock and spend another day with the fine folks at the Oceanside YC.

We're glad our advice to head up into the Sea immediately after the Ha-Ha worked out well for you. It is terrific — at least until that first Norther blows through — and it's totally different from the lush mainland. You'll be happy to learn that folks in Puerto Escondido tell us that, having gone through a very rough patch this last year, things — at least some things — are starting to look up again.

As for the entrance to El Cid and Marina Mazatlan, we believe it was designed too narrow and in big swells it can be very dangerous. Geronimo, the harbormaster at El Cid, will be happy to give approaching boats advice. The nice thing is that it's only six miles down the coast to the wide and safe ship entrance at the port of Mazatlan, where there's a small boat anchorage just inside.

↑↓ THE OSCAR GRANT RULE

After retiring with more than 25 years in the Coast Guard, I can assure *Latitude* that the machine guns on Coast Guard boats that some readers have complained were pointed at them are not .50 cal's, but rather the .30 caliber M-60s. The major difference is that the .50 would pass right through your boat — and probably one or two more near her.

But seriously, ask the Navy what happens when a small boat packed with explosives detonates next to the hull of one of their ships. It's happened one time too many for them. Admittedly, it hasn't happened in U.S. waters, but that scarcely matters to those who were killed or injured.

Remember, the Coasties aren't pointing guns at recreational mariners for fun or profit. They train hard under a very rigid and unforgiving set of rules and regulations to prevent avoidable incidents.

I think sailors should view incidents such as those that have been described in *Latitude* as they would if a cop who had his hand on a service sidearm told them to do something. The smartest thing is to do as you're told and worry about your rights — the ones elected representatives are eliminating — later.

By the way, when is the Wanderer going to do a Catnip Cup again? I haven't seen him in quite a while?

Ron
34-ft Land Yacht
Loomis

Ron — Sorry about the mistake, but we sailors tend to be lovers not killers, so we're not very familiar with weaponry. As for your advice about following the instructions of people with weapons — be they thugs or police — we couldn't agree more. If we're not mistaken, it's called the 'Oscar Grant rule'.

We understand that individual Coasties and the Coast Guard are merely following marching orders from on high. The unfortunate incident in San Diego where a young boy was killed by

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a Coastie overenthusiastically responding to a minor incident notwithstanding, and excluding the fact that a few Coasties let their authority go to their heads, we believe they do a good job.

As we wrote last month, we think the whole Homeland Security task is all but an impossible one. For example, in early



Keeping boats 150 yards away from naval ships seems inadequate to protect them.

September we motored Profligate out of the entrance channel to San Diego Bay at the same time an aircraft carrier was approaching from the sea. When abeam of Pt. Loma, one of the Naval Security vessels that was riding shotgun about an eighth of a mile in advance of the carrier came alongside. "What can we do for you?" we asked with a smile. "We need you to proceed outside of the channel," they responded in a pleasant but firm manner. We did exactly as instructed, but for all they knew, 30 seconds later, when the carrier was just 150 yards away, a bunch of terrorists could have come on deck with some serious weapons and done a bit of damage to the multibillion-dollar ship. Or one of the several submarines just a few hundred yards in the other direction. There simply can be no such thing as total security — or even close to it — in a free society. So what's the answer? We're not sure there is one, but we think the country could spend billions less and still have as much security as we have today.

↑↓NON-TOXIC LAWS ARE NON-FAIR

I keep reading about SB623, which is the California legislation to remove all copper-based bottom paint from recreational boats, and am becoming more confused than ever.

'Unfair' is the first thing that comes to my mind. If recreational mariners have to use non-toxic stuff, why not commercial vessels and the military, too? And since the copper from brake pads is a much greater source of copper in our streams, rivers, bays and oceans, why isn't more being done to eliminate that much greater cause of pollution?

Nonetheless, as a concerned resident of Planet Earth, I agree that we have to start somewhere. But if the legislation passes, and I can find the money to repaint my boat's bottom because the government makes me, I'll still be a little confused. Suppose I want to take my boat up to Puget Sound to visit my son. Am I going to be singled out and keel-hauled because the state of Washington has passed requirements that are somewhat different from California's? I feel it would be stupid — and once again unfair — for different states to have different laws, dates for laws, and tactics with regard to outlawing copper bottom paints. Shouldn't this be a federal issue?

I would also like to see a magic bullet that would cure the bottom growth problem without resorting to toxic stuff, yet I don't think careening my boat on a sandy beach at low tide and setting fire to the growth — as *Changes* reported is done on the coast of East Africa — is going to be in my future.

I personally would like to see more scientific testing and honest results so politicians can — unless they are complete idiots — make more educated proposals. And then I'd like legislators from all the States to join up and get legislation right the first time. And yes, I know that I'm dreaming.

By the way, I wrote to my state senator, but he ignored me

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LETTERS

and the desire of most of his constituents and voted for the legislation. His explanation was that if the legislation would help force recreational boaters out, it would make more room on the waterfront for more profitable businesses — i.e. commercial shipping.

Steve Denney
BreakTime, Yorktown 39
Pittsburg

Steve — It's a difficult problem. While non-toxic bottom coatings are improving, they still aren't as effective or economical as the copper-based stuff.

Adding to our confusion about the matter is the fact that on September 19, a comprehensive report on the environmental quality of the Bay, funded mostly by the EPA, noted that "the amount of copper and nickel dropped by nearly 50 percent from '95 to '10 thanks to tightened restrictions on water treatment and industrial discharge." A 50% drop prior to any restrictions on the amount of copper in bottom paints and brake pads!? It makes us wonder if non-toxic bottom coatings for recreational boats might only be an expensive and somewhat ineffective solution to something that really isn't much of a problem after all. Remember that the leading source of copper in the rivers and bays is from car brake pads. We've got an open mind about all this, but we'd like to see some more factual information.

↑↓ WASHINGTON WON'T BAN COPPER BRAKE PADS

The August *Latitude* contained an editorial response to a letter that asked about copper brake shoes in the state of Washington, which are a major source of copper in the water. The state passed legislation in March banning them.

Ned Cook
Resolution, Elizabethan 29
Puget Sound

Ned — Washington's SB 6557, which passed in March, calls for the banning of brake pads containing more than trace amounts of cadmium, chromium, asbestos, lead and mercury beginning in '14. It sounds wonderful, doesn't it? But to enduring skeptics such as ourselves, it's bogus as a \$3 bill.

First of all, "the banning of more than trace amounts" of elements such as copper starting in '14 is as misleading as a drunk saying he is going to become sober by limiting his consumption of alcohol to two bottles of gin a day — "starting" a couple of years down the road, and then eventually working down to just a couple of drinks a day. As we read the legislation, by '21, brake pads in the state of Washington will still be allowed to be made of 5% copper. We don't know about you, but 5% doesn't sound like a "trace amount" to us. Indeed, 'trace amounts' are generally considered to be "enough to identify but not enough to quantify." So we assume that SB 6557 simply guarantees that brake pads, not boat bottoms, will continue to be the greatest contributor to copper in Washington streams, rivers, bays and oceans for many decades to come. No wonder the legislation was enthusiastically welcomed by the automobile industry.

↑↓ LEGISLATING SAFETY IN THE BIG BOAT SERIES

During the America's Cup trials in Plymouth, England, many of the 45-ft catamarans cartwheeled or otherwise went over on their sides. As far as I'm concerned, it justifies the crew of Oracle racing wearing crash helmets on the cover of the July *Latitude*.

I just watched the Rolex Big Boat Series, which was raced in winds to over 30 knots, with many round-ups. Yet I didn't see anyone wear a helmet. Will the St. Francis YC or Yacht

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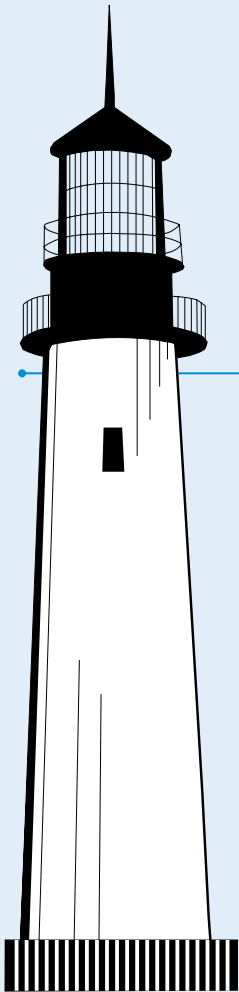


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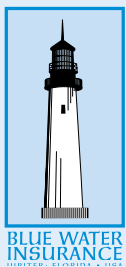
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LETTERS

Racing Association (YRA) soon require boatowners to supply their crew with helmets and require them to wear them — as is the case with PFDs?

Arnie Gallegos
Mi Amor, Islander 36
Tiburón

Arnie — Regarding requiring helmets on Big Boat Series participants, as they are for America's Cup sailors, we posed the question to Jeff Thorpe, who sailed the R/P 45 Criminal



Mike hopes this was the worst weather he'll see during his cruise.

Mischief as fast as 23 knots in 29 knots of true wind. "There is substantially more risk of a head injury when cartwheeling on a carbon 45-ft cat than rounding up on a monohull," he said, clearly not enthused about the idea of having to wear a helmet. So it's not exactly apples-to-apples. In fact, we can't recall the last time there was a head injury while racing on San Francisco Bay.

So that everybody understands the facts, the rule regarding the wearing of PFDs in the Rolex Big Boat Series is as follows: "Competitors shall wear personal flotation devices at all times while racing, except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits are not personal flotation devices."

The YRA requires that every crewmember have one onboard, but sailors are only required to wear it when the "Y" flag is displayed. The one exception is that the Offshore Yacht Racing Association (OYRA) requires sailors to wear their PFDs at all times.

In a somewhat related matter, last month California Governor Jerry Brown inexplicably vetoed a bill that would have required kids under the age of 18 to wear helmets while skiing or snowboarding — something they are required to do when riding bikes. Brown, usually a believer that the state is the solution to all society's problems, had jaws dropping when he channeled Ron Paul by saying he was "concerned about the continuing and seemingly inexorable transfer of authority from parents to the state." Wah!? Since both the California Ski Industry Association and the National Ski Area Association supported the legislation requiring the mandatory use of helmets for youth, it must have been reps of personal injury lawyers who were cramming all the green stuff into the governor's pockets.

↑↓ PREVENTING CORROSION WITH SOFT SEAL

I read the bit in 'Lectronic about using Plasti-Dip to keep your steel windlass motor case from corroding. I've used Plasti-Dip in the past with some success, but proper surface preparation can be an issue.

About six years into my 17-year circumnavigation, I discovered another product that I now swear by. It's called Soft Seal and is made by CRC, which is a New Zealand company. In the States it's marketed as something like a 'heavy wax anti-corrosion film'. It comes in an aerosol can and can be easily applied to any surface, even one with a bit of rust already on it.

The product information on the can says "CRC Soft Seal is a petroleum-based protective coating that forms a light amber



Henry and Stewart's excellent regatta

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LETTERS

transparent film, 2 to 5 mils thick. It never becomes brittle and will not craze. It is highly resistant to saltwater and salt spray, making it particularly useful as a long-term outdoor rust preventative. Meets military specifications," etc.

The stuff could be removed easily with a solvent if you wanted to paint the surface. I have used Soft Seal to protect everything from exposed electrical connections and throttle/transmission linkages to tools and bare metal areas on engines and motors. I now apply it to almost all new items that have mild steel bits. It's not cheap, but a little goes a long way, and it is the best of many products I've tried over the years for this purpose.

George Backhus
Moonshadow, Deerfoot 62-2
Auckland / Fort Lauderdale

George — We were very happy with how easily and well the Plasti-Dip worked on our windlass motor. The motor was too big to dip, of course, so we painted the stuff on with a cheap brush. We left the electrical contacts unpainted, but smeared them with dielectric grease.

We'd been having a similar but less serious case of corrosion on the motor of our electric mainsheet winch. Since it would be difficult and time-consuming to remove that motor to paint it with Plasti-Dip, we sprayed the living daylights out of it with white lithium grease, and we're hoping it will have the same effect as Soft Seal, which we weren't able to find locally. We'll be monitoring the results and reporting them.

↑↓ GORDON WEST DOES IT AGAIN

I was thrilled to read in *Latitude* that Gordon West is still 'the man' when it comes to all things SSB! He was of enormous help to me when I was prepping for the '00 and '06 Pacific Cups. Here are a couple of tidbits he passed on to me that were not in his September *Latitude* article on SSB.

Establishing a good ground plane — counterpoise — is always a hot topic. He told me that the concept of running miles of copper foil through the boat is mostly a ploy to have marine professionals spend lots and lots of time in your boat. He stated that it is only important to connect the radio to the ocean. In '00, I connected my transceiver to the automatic tuner with foil, and then to a brass thru-hull fastened with a hose clamp. If your thru-hulls are Marelon, you'll need to take it to the stuffing box. Nothing more is needed!

Also, one of the main causes of weak transmissions is voltage drop. Therefore, keep your transceiver as close as possible to your house bank, go one size larger in wire size than is recommended, and charge your batteries just before using the radio. A 100-watt transmitter will draw 8.5 amps whenever you key the mike — that's a bunch if your electrical setup is less than robust.

But kudos to Gordon, as we all owe him big!

Ted Morgan
Tumbleweed, Cal 39
La Paz and Richmond

Ted — In no way do we want to diminish the lifelong contributions of Gordon West, but there are actually five names we think are deserving of recognition.

There is Gordon, who over the years has taught countless cruisers Morse code and their basic SSB radio skills. Then there are Jim Corenman and Stan Honey, who teamed up to create the SailMail system, which has allowed cruisers to stay in contact with friends and loved ones from all around the world via SSB. Jim circumnavigated with his wife Sue aboard their



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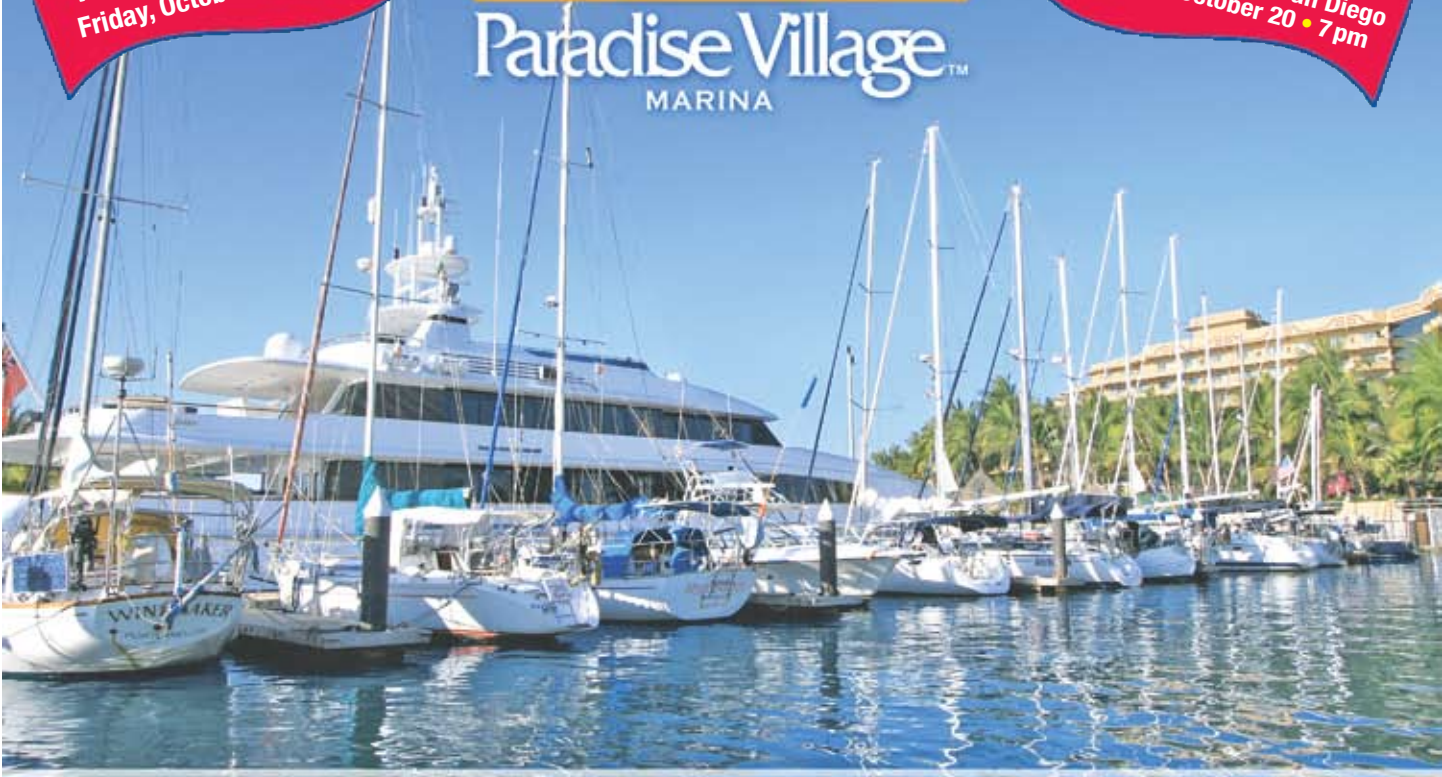
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LETTERS

Schumacher 50 Heart of Gold, and knows more about radios than most radio manufacturers. Stan, who also brought us the televised yellow first-down lines on football fields, continues to navigate the fastest boats around the world while staying involved in the most cutting-edge electronics. Then there is Shea Weston of San Diego, who has long been an expert on SSB radio installations and use. We would also be remiss if we didn't mention Northern Californian Don Melcher of HF Radio Onboard, a marine radio retailer who has aided countless cruisers in Northern California with their cruising SSB radio needs.

For those new to SSB radio and heading to Mexico, Gordon will be making a 'Using Marine SSB' presentation at Downwind Marine in San Diego from 5 to 9 p.m. on October 11. It's \$25 per person or \$30 per couple. We highly recommend it, as using an SSB radio correctly and effectively can be significantly more difficult than using a VHF radio. After the first leg of any Ha-Ha, invariably a couple of folks get on the net and ask for help figuring out how to work their SSB. Gordon can bring you up to speed before you leave San Diego.

On the following day, October 12, Jim and Shea will be giving a seminar on 'Intermediate and Advanced SSB for Email' at the Pt. Loma Assembly Hall in San Diego from 8:30 a.m. to 4 p.m. It's \$50 per person or \$75 per couple. Once again, we can't recommend this seminar highly enough, as you will be getting the information from the people who know more than anybody.

For more information on Gordon's presentation, contact Downwind Marine. For more information on the Corenman/Weston presentation, go to www.offshoreoutfitters.com. Weston is also the man to hire to check out your SSB radio installation.

↑↓ OPTIMAL COMM TIMES FOR SSB

I was glad to see Gordon West's timely primer on SSB communications, but he neglected to mention the optimal times of day when the various frequencies are "open" to long distance communications. Because the ionosphere is in general charged by the sun, higher frequencies (14-30 MHz) are best for long distances when the path of the radio wave is through daylight — if you're thousands of miles from anywhere in the middle of the night, do not expect much of a "bounce" on frequencies of 16 MHz and above. Similarly, lower frequencies (<2-4 MHz) have a much better signal-to-noise ratio at night when solar noise is generally lower — that's why many AM radio stations have to lower their power at night to avoid interference with distant radio stations on the same or nearby frequencies.


Due to statistical variations in atmospheric and solar conditions, there are no hard rules as to which frequency is best to use, but in general 14 to 21 MHz has the best chance for long-distance communications during daylight hours, and 2-4 MHz is best for night. Frequencies above 30 MHz (VHF) are pretty much line-of-sight.

It would be interesting if Gordon would write a follow-up article on radio wave propagation and ionospheric conditions to determine what/when is currently the optimal frequency to use.

Bill Rathbun
Rhumblin, Islander 30 Mk II
Berkeley

↑↓ HYSTERIA OVERLOAD

You should cancel the Ha-Ha to protest the narco violence in Mexico. The Ha-Ha has some clout to send a message to



"Heck, if I were dumb enough to own three boats, there's no doubt she'd be fitted with a VariProfile as well!"

Peter Stoops

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LETTERS

the Mexican government that they need to have an all-out war against the cartels that are overtaking their country. The terrible incidents down there just keep occurring.

As with the Viet Nam war, large organizations such as the Ha-Ha can write letters to the honchos and say, "We aren't coming down and bringing our money to Mexico until you straighten this out." Or, you can look the other way and say, "It's only happening with the cartel guys and our cruisers will be O.K." That may be true, but it's kinda like saying cruising around Germany during the Holocaust would have been all right because the violence was taking place away from the cruising areas.

The situation is ridiculous, as my wife and I really want to go to Mexico for the first time this season, and are torn about whether to go south or not. As you probably know, some of the cruise lines have cancelled sailings to Puerto Vallarta and other ports because of the violence.

We've gotta wonder when the first Ha-Ha crew will be taken hostage by drug runners who are using ocean routes now that there have been crackdowns on land routes. Are you guys thinking about this?

George Kosta
Planet Earth

George — We're mostly thinking that you don't have a very good handle on the situation. First of all, while Latitude and the Ha-Ha might be a relatively big fish in the very small world of sailing, and Mexican officials welcome our fleet and enjoy hearing our opinions, our influence in the wider world of Mexican tourism is almost infinitesimal. To give you an idea why, the Ha-Ha brings about 600 visitors a year to Cabo San Lucas, while the various airlines bring in about 8,000 a day. So if you're looking for political leverage, you're looking in the wrong place.

Perhaps you're not aware, but the narco death toll in Mexico — and it truly is horrible — is widely attributed to the fact that Mexican President Felipe Calderon decided to declare an all-out war on the drug cartels, making it a mainstay of his six-year presidency. A lot of people think this was a huge mistake in the same way Prohibition in the United States turned out an unwinnable war. But it's hard to say for sure, as Colombia seems to have done a pretty good job of eliminating much of the power of the drug cartels. In any event, we're told that some of the major candidates for next year's presidential election in Mexico have plans to make a big change in policy with regard to the narcos. The policy can be summed up as follows — "If stupid Americans insist on continuing to demand mind-numbing amounts of drugs, we'll let our smugglers do it, as long as they don't kill innocent Mexicans in the process."

Your Holocaust analogy is silly, for it would mean that we should also boycott Oakland, Richmond, San Francisco and just about every major city in the United States. On the contrary, we're proud to sail to Mexico and bring our spending money with us. So many of the people in that country are suffering financially because of the need of so many Americans to get high. It may not be a popular thing to say, but anybody who smokes Mexican weed, or weed grown by Mexicans in U.S. national parks, is supporting the violent Mexican cartels. Indeed, they have blood in their lungs.

Torn about going to Mexico this season? Given all the misinformation that's been disseminated about Mexico in the last couple of years, we can't blame you. But as we've said before, so far narco violence hasn't touched cruisers on the Pacific Coast. We don't expect it to, either; but if it does, we'll be the first to let you know — and get our butts out of there.



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LETTERS

There are map charts showing where narco violence has taken place in Mexico, such as at www.guardian.co.uk/news/datablog/2011/jan/14/mexico-drug-war-murders-map. Such maps are both informative and misleading. No doubt you'll be shocked when you first see the map, but if look at the one for Oakland, you'll never go within 100 miles of that city again.

The interesting part of the Mexico map is that it clearly shows how little narco violence there is on the coast. For example, there is almost none anywhere in Baja south of Tijuana and Rosarito Beach. Over on the mainland, there are no coastal problems from San Carlos/Guaymas down to Mazatlan. While most of the 'Mazatlan' violence takes place a little inland where two cartels vie for dominance, killings are way up in the region. If there were one place we'd exercise greater caution on the coast of Mexico than we do in the States, it would be Mazatlan. But south of Mazatlan, past San Blas, and along the Gold Coast of Puerto Vallarta, Tenacatita Bay, Barra, and down to Manzanillo, there is like zilch narco violence. And from Manzanillo down to Zihua, it's also like zilch. The map does show Zihua to be a violence center, but that's misleading. It's true there were 16 murders in the Zihua area last year, which is way down from previous years, but according to cruisers we talked to, they all felt perfectly safe in Zihua, which has been going upscale.

Furthermore, the narco violence hasn't affected cruisers. We spend three to four months a year cruising coastal Mexico, and no matter whether we've been in Cabo, La Paz, Puerto Vallarta, Manzanillo or any of the small towns, we've never once felt as threatened as we do almost all the time in many parts of Oakland, San Francisco, Richmond or where our son lives near the Staples Center in downtown L.A. Those places are filled with crazy and violent people! Surely most of the million Americans who live in Mexico — including 30,000 in Puerto Vallarta alone — feel pretty much the same way we do about safety in Mexico.

For what it's worth, Virgin America is initiating nonstop service from San Francisco to both Cabo and Puerto Vallarta in December, so they don't seem to be any more worried than we are.

Why do you think any drug runners would want to take any Ha-Ha crews as hostage? Smugglers like to avoid people, not mingle with them. And if they wanted to get into Somalia-style kidnappings, they'd just carjack Americans as they drove out of the gates of the Four Seasons and other high-end resorts. That way they wouldn't have to worry about boat maintenance, would they?

NOISE POLLUTION

I would like to put the problem of noise pollution in anchor-ages before this year's cruising fleet. There are many beautifully calm and quiet evenings to be enjoyed in the beautiful Sea of Cortez and along mainland Mexico — as long as people aren't subjected to the drone of some inconsiderate cruiser's generator. Unfortunately, a small number of cruisers don't seem to care if they ruin a beautiful evening for everyone else.

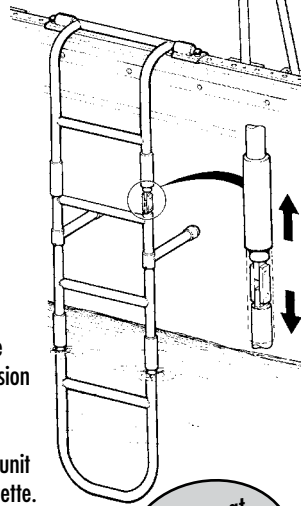
A Honda 2000 portable generator is bad enough on an otherwise quiet night, but last year there were a couple of big vessels with some of the loudest generators I've heard in my 30 years of cruising. I'm not sure if their generator exhausts had been designed by someone lacking in even the most basic marine engineering skills, but if you happened to be anchored next to them, your evening was almost sure to be ruined by noise pollution. So come on, folks, have a little respect for all the others by toning it down.

One of the biggest drains on electrical power is a boat's refrigerator/freezer. For such systems to be efficient, which means less power demand on your batteries, you need a well-

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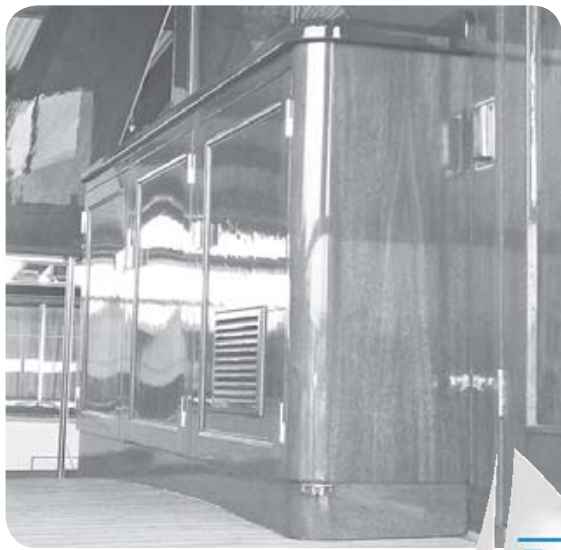
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LETTERS

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We also changed all the lights on our boat to either LED or fluorescent tubes that run directly on 12 volts. In addition, the fans we use are the finger-safe Caframo Model 747s, which pull a measly 0.44 amps and move lots of air.

To power all this, we have a 500-watt solar array that charges a bank of six 6-volt golf cart batteries to give a total of 675 amps at 12 volts. At 50% discharge, it gives us almost 340 usable amps. We get a solid five years out of the batteries before changing them out.

We have a separate starting battery for the engine, and a dual pulley driven 160-amp alternator. The system has been in full-time use for the last 15 years, and even if there is no sun for a couple of days, we hardly ever need to start our little Honda genset. If we ever have to run our generator, we scope out the anchorage first, and make sure everyone else is up and around doing their chores before we start making noise.

If we can almost always enjoy onboard life without the use of a generator, you probably can, too. But if you can't afford to switch to a more efficient system, and have to run a noisy generator, please have respect for everyone else by anchoring as far from others as possible and keeping the generator off until well after sunrise and well before sunset.

Mike Wilson
Mexicolder Tropical Yacht Refrigeration
Mazatlan

Readers — Anybody want to suggest any 'guidelines' for running generators in anchorages?

↑↓ EIGHT BELLS FOR BARBARA CAMPBELL

Thirty-some-odd years ago, I met Myron and Barbara Campbell at their business, Golden State Diesel, located at little Lani Kai Marina in Oakland. I was an independent marine mechanic, and Myron and Barb helped and coached me in the business. Years went by.

Eventually, I took a break and went cruising for a few years. In '89, I left my boat at Isla de Plata, Venezuela, and flew back to Northern California to refill the cruising kitty. Myron had suffered a heart attack and was on an oxygen bottle then,

and they needed help with dockside work. I ended up staying for three months, during which time Myron passed away. So I hung around a bit until Barb managed to find some good help and figure out how to run the business on her own. I eventually flew to my boat, and ultimately sailed her back to the Bay.

Barb has been described as "hard as rocks," "tough as nails" and "sweet as sugar." It was a real hoot to be picking up parts when a male customer would come in and ask to speak to a mechanic about some engine problem. I'd then watch Barb humble the guy with more experience and knowledge of his boat than the guy had. She was always polite, helpful and kind. She was also a woman in a man's business.

Barb passed away on September 7 from complications following heart surgery. It breaks my heart that she's gone, but at least I was lucky enough to be able to visit her in the hospital. A couple of days before she passed, I asked her if she wanted

MICHAEL LORD



Barbara Campbell helped many sailors.

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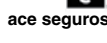
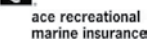
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LETTERS

whiskey or bourbon. Even with a breathing tube in her, she managed a smile. Barb didn't think much of drinking.

I'm sure there are still cruisers out there in ports around the world who are friends of both Myron and Barb, and who have many stories to tell. They did such a good job.

As for Barb, I wonder if there are any women out there in the marine industry who will take her place.

Michael Lord
Elsewhere, Van der Vlis 31
Alameda

Michael — We were sorry to hear about Barbara's passing. She and Myron were long-time advertisers, and many in the Bay Area sailing community shared your feeling that they were truly wonderful people.

↑↓ GOOD PARTNERS = GOOD PARTNERSHIPS

I've been in several sailboat partnerships, both in the Bay Area and more recently on Kauai. They all worked out great. These were full partnerships, and not fractional usage arrangements. With a full partnership, everyone is in for the benefits, responsibilities, and expenses. In all cases we had a formal partnership agreement that was drafted by an attorney. The attorney who drafted the original agreement gave us the best advice: "A partnership is no better than the partners!"

Dick Olsen
Staff Commodore
Nawiliwili YC, Kauai

↑↓ A PARTNERSHIP WAS JUST RIGHT AT THE TIME

I was involved in a 50/50 equity-based partnership for nine years from '87 to '96. I had small kids and a fairly intense work schedule at the time, so it made sense to seek something other than full ownership, but I wasn't interested in any kind of club chartering arrangement.

I placed an ad in *Latitude's Classy Classifieds*, and quickly had several responses — and ultimately got together with someone who shared my sailing goals and ambitions. My new partner had a friend who was selling a Cal 3-30, which was a good fit for both of us, so we bought her for cash. The boat was berthed in Alameda, and we were both happy to keep her in the same slip.

Before moving ahead with the partnership, we did two things:

1) We put together a budget to cover berthing, anticipated maintenance costs, insurance and capital expenditures. I became the secretary, and set up a checking account with both of us as signatories. We each put in \$150 per month, which today sounds like such a complete bargain. There were only a few occasions when we had to do a modest assessment to cover our costs.

2) We drew up a contract outlining the terms of our partnership and had it reviewed by an attorney to be sure we were not missing anything. To me, the two most important clauses related to how we would divide up the usage of our boat, and what procedure would be followed when one partner wanted to sell his equity interest.

At the end of the year, we would set up usage for the entire new year. Each partner had exclusive use of the boat for one week from Tuesday to the following Monday. If one partner was not going to use the boat during his week, then he was obligated to let the other partner have the boat. This system ended up working extremely well for the duration of our partnership. During the nine years, we only sailed together three times, and one of those was to take the boat to Richmond to



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Since my partner was more mechanically inclined than I was, he generally took care of those issues and I did the grunt work to keep the boat looking good. There was no formal agreement on this, but we were lucky that each partner was able to do what he most enjoyed. We set up 'work days' about every three months or as necessary to take care of issues requiring both of us. As a result, we had a boat that was in good shape and almost always ready to go.

My overall experience was very positive and worked well for both of us. However, when my kids grew older, I wanted to spend more time on the boat and do some things differently, so the partnership lost a lot of its attraction. I ended up selling my half to my partner's grown kids using the formula outlined in our contract. Everybody walked away happy.

Today I cannot imagine sharing a boat with anyone other than my wife. But now is a different time and place from when a partnership was the right thing to pursue.

By the way, you can count my wife and me among those who love sailing and living in Mexico. Last year we cruised as far south as Zihua and as far north as Puerto Escondido. We loved it and always felt safe. We can't wait for the start of the Ha-Ha to return to those wonderful and warm waters, and the wonderful people of Mexico.

John Foy
Destiny, Catalina 42
Alameda / Punta Mita, Mexico

↑↓ "PARTNERSHIPS HAVE WORKED FOR ME"

For two sets of three years each, I had an 'operating partner' in my Triton and then my Ericson 35, both of which I kept moored at the Corinthian YC. Although I continued to cover berthing, taxes and major expenses, in both cases the operating partner covered all operating costs — annual haulout, hull polish, interior upkeep, and so forth. In return, the partners got relatively unlimited use of the boats.

This arrangement was never reduced to paper, but since we were old friends, we never encountered any problems. I wasn't doing any regular long cruises, so use of the boat was primarily for day and weekend sails. From my perspective, this arrangement reduced some of my expenses, while insuring that the boat got used and checked more frequently, since I was living in the East Bay for much of that time.

As I write this, I'm watching my Seawind cat swinging wildly on her mooring while we await the arrival of Hurricane Irene — just downgraded to a tropical storm. I'm a little nervous, since I lost my first East Coast boat, a cold-molded 34-ft sloop, off a mooring in Rockland, Maine, 12 years ago in another tropical storm. Despite our much shorter sailing season here, at least we don't waste a lot of time worrying about earthquakes or tsunamis!

Mike Herz
S.F. Baykeeper, Emeritus
Damariscotta, Maine

Readers — We'll have more letters on boat partnerships in a future issue of *Latitude*.

↑↓ WHY BOGIE DIDN'T LIKE TO SAIL WITH "DAMES"

After 31 years in the film business, I am looking for a new career. Years ago *Latitude* ran a piece about actor Humphrey Bogart's 55-ft schooner *Santana*, which was, other than actress Lauren Bacall, the love of the great actor's life. After she spent many years berthed on the San Francisco waterfront, a new owner bought the vessel and had her refit.

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Frank Gallovich

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LETTERS

I'm now writing a fictional novel in which *Santana* plays a significant and crucial part. I am hoping that someone at *Latitude* recalls the article and can let me know the name of the new owner — and any information regarding her present location.

Although this is a fictional story, I would like to make the details of the vessel as true to fact as possible. In short, the story is the quest of an old man to do something to restore the honor of a long-deceased actor who had a significant role in his development as a young man.

My wife and I have a *Mariah 31* on the hard in Puerto Vallarta. Now that I am retired, I'm hoping to get back to Mexico and spend more time on *Gertrude*.

Harry Lee Utterback
Gertrude, *Mariah 31*
Puerto Vallarta

Harry — *Santana* was purchased, restored and is being raced in appropriate events by Paul and Chris Kaplan of *KKMI boatyard* in Richmond. She couldn't be in better hands,



COURTESY PAUL KAPLAN

'Santana' during Bogie's era.

and we're sure Paul would be happy to assist you in finding all the historical information you might want.

Santana wasn't just a plaything for Bogart, as boats are for many actors. In his father's biography, Stephen Bogart writes that Humphrey took the boat sailing an astounding 25 to 45 weekends per year from '45 to '57. Most of the time "stag," as Bogart complained "the problem with dames is they can't pee over the side."

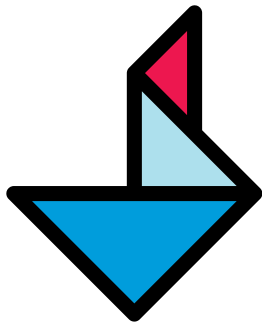
"The sea was my father's sanity," the younger Bogart wrote. "An actor needs something to stabilize his personality, something to nail down what he really is, not what he is currently pretending to be." Hello, Charlie Sheen and Lindsay Lohan.

Anyway, good luck with your book. *Banderas Bay* in Puerto Vallarta is, based on personal experience, a fabulous place to live aboard and write. Having been in the film business, you no doubt know that writer/director John Huston used to hide out from Hollywood in the small jungle village to the southwest of Yelapa, which is far to the southwest of any road on Banderas Bay. All this long before anybody had heard of Puerto Vallarta. Huston wrote and directed 37 feature films, including classics such as *The Treasure of the Sierra Madre*, *The Maltese Falcon*, *Key Largo*, *The Asphalt Jungle*, *The African Queen*, *Moulin Rouge*, and *The Misfits*, all of which are better than anything you can see in a theater today. Bogart became a star as a result of his role in *Sierra Madre*, and would play a leading role in many of Huston's films.

In a typical month, we receive a tremendous volume of letters. So if yours hasn't appeared, don't give up hope.

We welcome all letters that are of interest to sailors. Please include your name, your boat's name, hailing port and, if possible, a way to contact you for clarifications.

By far the best way to send letters is to email them to richard@latitude38.com. You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.



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riding the wave

When the Publisher of *Latitude 38* was “caught” by a news crew early last month leaving a “closed port” through dangerously heavy surf, some questioned his decision — and sanity. After all, Oceanside had rarely seen such raucous conditions. But the truth is that, while officials suggested boaters not leave port, the port was not closed. “We’re old-time surfers, so we took our sweet-ass time evaluating the situation,” he wrote in a September 2 *Lectronic Latitude* story detailing the adventure. After more than 30 minutes of waiting at the staging area, he saw a lull in the waves and gunned it. *Profligate* really earned her title of ‘The Surfing 63 Catamaran’ that day.

While the story of *Profligate*’s surfing expedition was thrilling, the accompanying news report — which referred to the catamaran as a trimaran, among other things — offers spectacular video footage of the boat

powering out of Oceanside. The fantastic images here, shot by Harbor Patrolman Jonathan Hoover, really are worth a thousand words (which coincidentally is about how long the Wanderer’s epistle is), but in case you’d like to read the full story and watch the news segment, you have two options. The old-school method is to go to www.latitude38.com, click on ‘*Lectronic Latitude*’, scroll down to the September 2 and click on ‘Did *Profligate* Leave a “Closed Port?”’ Alternately, you can grab your smartphone and just scan the QR code to the left.



Download a QR reader from your app store, then scan this with your smartphone to watch the video of ‘Profligate’ leaving Oceanside Harbor.

You’ve probably noticed these weird, squiggly boxes scattered in ads throughout the magazine for the last several months. They’re called QR codes — short for Quick Response code — and, though they were created by Toyota in ‘94 to track vehicles during the manufacturing process, they store just about any information

you can imagine. Advertisers in the U.S. have recently picked up on the trend and now feature QR codes that will quickly take customers to their website and video ads, or even dial the phone for them.

To scan QR codes, your smartphone needs a camera and a reader app. If your phone didn’t come with a reader pre-installed, it’s easy to download a free one, such as Google Goggles, Barcode Reader or Kawya Reader for Android, or QR Reader, QR Scanner or TapReader for iPhone. From there, just follow the instructions. It’s easy and kinda fun, sort of like a opening a grab bag — you never know what you’re going to find. (Just be careful to scan only codes from trusted sources for that very reason.)

In the months to come, you’ll likely see the occasional *Latitude* story enhanced by QR codes that will take you to *Lectronic* postings, more detailed information or even videos on *Latitude 38*’s YouTube page. Who knows where all this technology will take us, but we’ll do our best to ride the wave.

— ladonna

transatlantic trio

Three Bay Area sailors got the opportunity of a lifetime this summer when they were tapped to join 13 other sailors between the ages of 19 and 27 to sail the US Merchant Marine Academy’s STP 65 *Vanquish* for a full schedule that included the Transatlantic Race, and one of the world’s most storied of all races, the Rolex Fastnet Race. Pt. Richmond’s Matt Noble and David Rasmussen, and Marin’s Molly Robinson, represented the West Coast on the Oakcliff All-American Offshore Team, sailing and maintaining their steed all up and down the Eastern Seaboard

Originally the brainchild of US Merchant Marine Academy Waterfront Director Ralf Steitz, the All-American Offshore Team was founded with the idea of giving a group of younger sailors the opportunity to sail offshore on a fast, contemporary boat. The Academy’s foundation received

continued on outside column of next sightings page

a gentlemen’s

Last month, when we reported on the museum-quality rebuild of Bob Cadranell’s 84-year-old R Class sloop *Ace*, we got the basic facts right, but unintentionally neglected to tell the *whole* story. Most importantly, we hadn’t realized how hands-on Cadranell himself had been during the project. While master boatbuilder John Guzzwell took the lead during the 14-month effort, Cadranell credits John Guzzwell Jr. and Rick Lotz with doing most of the actual work, with



‘Profligate’ caused a stir when she left Oceanside in heavy surf last month.

challenge

additional help from himself, Jonathan Saunders, and rigger John Sebaska.

"The only line drawings we could find," Cadranell explains, "were a tiny illustration in a book." So he contracted naval architect Greg Stewart of the Nelson/Marek design firm to recreate working drawings for the rebuild.

Although the boat is now berthed beside Cadranell's floating home near Seattle, he is a St. Francis YC member, and *Ace*

continued in middle column of next sightings page

oaot — cont'd

Vanquish — ex-*Money Penny* — as a donation, when the Reichel/Pugh design and the STP 65 class itself failed to live up to expectations as an around-the-buoys racer. Steitz got the ball rolling, bringing on Noble and one other sailor to serve as boat captains. With the idea of generating some momentum, Noble, recommended Rasmussen and Robinson, who were selected from an applicant pool of over 250 people.

"There were a couple people on board who were more experienced on bigger boats, but the whole project was geared for kids who hadn't quite had the opportunity yet," Robinson said. "Ralfie knew that, because it was the first year and this was basically a turbo sled, a couple people had to be paid to make it happen. But for everyone else it was

continued on outside column of next sightings page



JONATHAN HOOVER

SIGHTINGS

oaoot — cont'd

a chance to get more offshore experience on these types of boats.”

To field a legitimate effort, the program needed more funding, and that's when Oakcliff and its Executive Director Dawn Riley got involved. Located in downtown Oyster Bay, New York, Oakcliff is essentially a sailing school set up more in the mold of a sailing club than a commercial operation. With a varied fleet that includes everything from Shields to Melges 24s to Farr 40s to a trio of IRC boats and three classics, the school takes people of all ages — dubbed “acorns” — for training, not just in sailing but also in the realms of marine industry-specific jobs

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challenge

is a former San Francisco boat. So, with Ace, the StFYC has challenged the Royal Vancouver YC for the revered Alexandra Cup, with a showdown scheduled late this month in Vancouver's English Bay that will end in a classic match race series.

A preliminary series will determine which of two recently refurbished Canadian defenders Ace will cross swords with — either *Aloha*, a 1924 Edson Schock-



The Oakcliff All-American Offshore Team leaves New York bound for the Lizard. Inset, Dave Rasmussen, Molly Robinson and Matt Noble were the three Bay Area sailors onboard.

SPREAD: BILLY BLACK; INSET: LATITUDE/ROB

— cont'd

design that was formerly a flagship of the San Diego YC, or *Lady Van*, a 1927 Charles Nicholson R-boat that is legendary in the annals of B.C. racing history.

Cadranel will supply an all-St. Francis crew for the match-up, including his son Jim, and Russ Silvestri. We sure wish we could be there when these vintage war-horses are put through their paces!

— andy

oaaot — cont'd

like that of boat captain. The USMMA effort gave Oakcliff a chance to extend its program into the offshore realm, and an alliance was born. Because of its bylaws, Oakcliff can only make matching grants to the tune of \$2 for every \$1 raised, so the sailors had to hit the fundraising trail, which included a Bay Area swing by Noble, Robinson and Rasmussen to augment gifts from the likes of *Rambler 100* owner George David, who contributed \$25,000. The team ultimately raised enough money for crew gear, a new main with a third reef, an extra halyard lock for said reef, and a whole bunch of boat work that they carried out largely by themselves.

"Ralfie's idea was that there would be no 'rockstar' BS," Noble noted. "He said from the beginning, 'I understand if you need to go to work, but if not, you've got to help out on the boat.' He wanted everyone to help. When everybody was there, things were getting done. For the most part, the boat is in better shape, and better equipped than when we got it."

Armed with their new main, an extensive existing inventory, and a bevy of sails that came off Roger Sturgeon's written-off TP52 *Rosebud*, the OAAOT hit the water for the Block Island and Annapolis-Newport races. They then embarked on a training session preceding the Transatlantic Race in July.

After a tough trip across the Atlantic that saw them run into the back of a ridge and allowed all the smaller boats to catch up and slowed some of the bigger boats — like Karl Kwok's Farr 80 *Beau Geste*, which tried to bum a roll of toilet paper off the kids — the OAAOT spent nearly a month in the UK working on the boat and also managing a little R&R before the Rolex Fastnet Race. "It was a little scattered at first," Noble said. "But by our last sail before the Fastnet, we were flipping jibes in 25 knots of breeze with no problems."

All their preparation paid off, as they went on to finish third overall in the race, beating some of the world's top big-budget programs.

Of course, putting 16 people in that age range together on a boat would seem to create plenty of potential for discord, but according to the local trio, it wasn't as bad as you might imagine. Noble claimed the crew got along pretty well, by and large, a sentiment confirmed by Rasmussen and Robinson. "There were definitely 16 different opinions at times," said Rasmussen, who has multiple Pacific and Coastal Cups on his resume. "There were small problems, but there were no meltdowns."

Robinson said the close age range actually worked in favor of the less experienced sailors. "I was way more comfortable offering my opinion, because everyone was so young," Robinson said. "It was great that everyone was able to do that."

Robinson, who has spent time working at Spectra Watermakers in San Rafael, plus a stint at North Sails New Zealand, said she got a lot more out of it than just that. "It was an eye-opening experience into what goes into running that type of campaign," she said. "The people were amazing and I learned a lot about both the sailing and the boat work. For me it was fascinating to see behind the curtain of what it takes to run a professional program like this. There's so much going on."

Of the three, Noble is the farthest down the professional sailor career path, which started when he spent last year working on the super-maxi *Speedboat* — subsequently *Rambler 100* — before joining the crew of the USMMA Foundation's 90-ft canting-keeler *Genuine Risk* for a Caribbean tour last winter. In fact, the OAAOT program almost didn't happen for Noble. He spent a month in Abu Dhabi sailing Volvo 70s with Ian Walker's Abu Dhabi Racing, but lost his spot on the team to a two-time Volvo Ocean Race veteran. As for pro sailing, Rasmussen and Robinson seem less inclined to go that route.

"I still want to go ocean racing," Robinson said. "But as much as I

continued on outside column of next sightings page



oaoot — cont'd

loved having the opportunity to learn about the boat work, I think if I try to transition into a sailing job, I will focus more on logistics and the behind-the-scenes work.”

Hopefully the program will continue, and one of the benefits Noble sees is in the increased resale value and interest generated in the donated boats they've sailed on. “If they're sitting in a yard, nobody really wants them,” he said. “But if they're out there doing events, and doing well, it definitely builds interest.”

Vanquish is for sale, and while it has been maligned for its lack of up-wind performance, it might be just the ticket for an offshore, downwind program. “It would be an awesome boat for California,” Noble said.

— rob

turning the dream into reality

Charter trips in tropical locales have a way of fueling the cruising dream for many sailors, but for Tucker and Victoria Bradford a 10-day charter in the USVIs 11 years ago caused those dreams to coalesce into a concrete plan. “We were sitting in a beautiful anchorage and rowed over to another boat to ask how long he'd been cruising,” recalls Victoria. “When he said 13 years, it was the first time I thought that cruising as a lifestyle was a real possibility.”

The couple spent the next five years scrimping and selling everything they didn't absolutely need to pay off all their debts and start saving for an extended cruise. “I could have gone without a savings account,” says Tucker, “but Victoria couldn't. It's worked out well, though.”

Part of what worked out so well along the way was the addition of two crewmembers — Ruby, 7, and Miles, 4. At a time when many sailors would be giving up on the dream, Tucker and Victoria were more committed than ever. As dedicated ‘unschoolers’, the couple are committed to teaching their children through exposure to the world, rather than hiding them away in a classroom.

“Unschooling is a student-directed way of learning,” explains Tucker. “Ruby creates ‘museums’ of sea creatures and is learning biology that way. I said something to Miles about aircraft carriers and he asked what they were, so we spent time together learning about

them. It's great because not only do the kids become lifelong learners, but so do we.”

As they continued to plan their cruise, the couple, now in their mid-30s, were constantly looking for the perfect boat for their family. They had a few false

starts, but when they set eyes on a Cal 43 in Washington a year and a half ago, they knew they'd found ‘the one’. *Convivia* was in excellent condition for an older boat, so they wouldn't have to do an extensive refit — impossible for Tucker due to his work schedule for the SETI Institute — and she was within their budget.

But as it is with any newly-purchased boat, upgrades were in order. A full complement of cruising electronics, a new electrical system, solar panels, a stack-pack system for the main, an electric windlass, a Monitor windvane, and dueling iPads for navigation, teaching and entertainment, were just a few improvements the Bradfords made to their new home.

continued on outside column of next sightings page

san diego

Normally, boat crews proceed to the starting line of a race or rally with single-minded focus on the countdown to the starting gun. But our annual Baja Ha-Ha rally (www.baja-haha.com) from San Diego to Cabo San Lucas is renowned for its uniqueness, so it shouldn't surprise you that the fleet will work its way toward the rally's starting line on October 24, in a loosely-structured boat parade out of San Diego Bay.

This all started three years ago, when

The Bradford family — Miles, Tucker, Victoria and Ruby — are setting sail on their dream cruise.

COURTESY CONVIVIA



'Convivia' has turned out to be the perfect platform for the Bradford family's open-ended cruise.



promenade

members of the San Diego marine community were looking for a way to thank the fleet for paying a visit to their port and supporting local businesses. Since then, this low-key procession has been an annual pre-start tradition.

The line-up begins at Chula Vista, at the east end of the bay, and proceeds past Harbor Island to the western tip of Shelter Island (at 10 a.m.), where a phalanx of well-wishers will cheer on the departing cruise-

continued in middle column of next sightings page

convivia — cont'd

As for where *Convivia* will take this tight-knit family, it's anyone's guess. Originally planning a circumnavigation, they altered their plans due to the current piracy threats in the Gulf of Aden and Indian Ocean. They're entry #54 in this fall's Baja Ha-Ha Rally, so that much is certain. They hope to cruise the South Pacific and ultimately end up on the East Coast of the U.S., where both hail from. "We promised the kids one full year of seasons," says Tucker, a promise Victoria isn't as keen on. "All we know is that we only want to keep moving forward," she adds.

You can follow the Bradfords' adventures on their blog at www.forgeover.com.

— ladonna



SIGHTINGS

going for broke

Ask any cruising sailor how hard it was to get his or her boat ready for extended voyaging and you'll surely get an earful about the many costly, time-intensive challenges they had to overcome. But such pain is relative.

Take, for example, the case of Stephen Arnold's 55-ft steel sloop *Go For Broke*, which will head to the sunny latitudes of Mexico with the Baja Ha-Ha fleet this month. Compared to most second-hand boats purchased for cruising, she was what we'd call a 'varsity-level' fixer-upper when Stephen, a Central Coast honeybee specialist, bought her 18 months ago in Hawaii. After completing initial upgrades in the islands, his first two attempts to sail her back to California had to be aborted. On the first try, his engine blew all its coolant due to faulty workmanship by a previous tinkerer. The second time, the sloop's engine threw a rod when Stephen and his crew were almost halfway across. (For you non-mechanical types, that's a bad thing

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promenade

ers, as a blast from the official San Diego America's Cup shotgun salutes them. We expect that local TV, print and radio journalists will be on hand to record the departure. And since the start occurs on a Monday, images of the parade sometimes make the front page of local papers! It's all great fun, and sets a festive mood appropriate to the nature of this 750-mile "nothin' serious" cruise.

Although it's late in the game to catch a ride this year, there still may be time. For possible leads, check out our free online Crew List at www.latitude38.com. If that doesn't bear fruit, and you're absolutely determined not to be left behind, you



September sailing — (clockwise from below) *'Aquila'* screams to *The Rock*; an act of *'Daring'* do; daysailing on the Bay always brings a smile to your face; John Muir (not that John Muir) sails his lovely gaff-rigged yawl *'Seabird'* at China Camp; *'Ale' Ale O Ke Kai'* rocks it on a lovely September day.



ALL PHOTOS LATITUDE / ROB & LADONNA

— cont'd

might try showing up in San Diego with a smile on your face, an upbeat attitude and your seabag packed. In a group this big — roughly 500 people — there are bound to be a few last-minute dropouts or no-shows whose spots need filling.

If your ultimate goal is to enter the lifestyle of long-term cruising, let us point out that when the fleet gets to Cabo many crew fly home, and some of them need to be replaced. Flying to Cabo to check the options would be a gamble, but who knows — if you're fit, capable, and good-natured, you might find a ride to Puerto Vallarta, Panama or beyond.

— andy



broke — cont'd

which pretty much kills the engine.) Turned out some knucklehead had used a Nylock nut — a steel nut with a nylon insert — to secure the number three connecting rod and cap around the crankshaft.

Stephen didn't give up, though. After returning to Oahu and replacing the 150-hp engine (ouch!) he made a relatively trouble-free 26-day crossing to the coast, and is determined to be on the Ha-Ha starting line October 24.

Even more impressive than Steve's fortitude is this boat's unique history. She was built by Mineo Inuzuka, a highly decorated Japanese-American veteran of World War II's 442 Battalion, which was made up of volunteers from the internment camps where such citizens were housed during the war. As Stephen explains, "They were sent to southern Europe where they sustained heavy losses. They simply fought harder, for they had nothing to lose but their lives — they were truly 'going for broke', which became the motto of the 442. To keep their sanity through the hellish war, a group of these soldiers planned to build a sailboat, if they survived, and sail it around the world once the war was over."

After also serving in both Korea and Vietnam, Inuzuka finally returned to Honolulu and spent 10 years building his dream vessel, which he eventually christened *Go For Broke*. But by the time she was ready to set sail in the mid-'90s, none of Inuzuka's war buddies were still alive or well enough to make the voyage, so the old warrior completed a circumnavigation mostly singlehanded. When he returned two years later, he donated the bulletproof sloop to a sailing school. She was later run by a group who did surf charters in the Line Islands before Stephen bought her in severely run-down condition. Despite many setbacks, he has no regrets, as he adopted the boat's innate credo on day one, and has clearly decided to 'go for broke' himself in pursuit of his own cruising dreams.

— andy



Stephen never gave up on 'Go For Broke', even when her engine threw a rod due to a previous owner's mistake.

a sumptuous sail

I used to take Sundays off and have cooking parties at home, elaborate and exotic feasts of Balinese food or Cuban pig roasts. Lately, I have been coping with a sailing addiction and cannot bear to give up my day on the water, but I miss my days of cooking with friends. So I planned a day sail with a group of friends and acquaintances for whom food is the main passion in life and who all wanted to go sailing aboard our Sausalito-based Hughes 48 *Iolani*.

Many of them are not experienced sailors, and one had never sailed before, so we planned an easy course, and sailed "jib and jigger" with just our mizzen and jib. The previous day had seen epic winds for the third day of the Rolex Big Boat Series and we'd seen photos of knock downs in the race fleet, so we wanted to be sure we had a calm sail.

I am happy to report we had no motion sickness, but got raves from a passenger who had previously been traumatized sailing the Bay and was able to enjoy the experience this time. We sailed up by the Bridge, turned downwind, and were treated to a great view of the final race of the Big Boat Series; then we sailed through Raccoon Strait

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SIGHTINGS

sumptuous — cont'd

and anchored on the east side of Tiburon at California City.

Our guests included leaders of the San Francisco and Miami Slow Food movement, a longtime chef at Chez Panisse, a former restaurateur, and two former chefs — a total of 13 — people. We chose Italian food as the theme for the potluck.

Dishes included: pastiche, a Sicilian polenta with porcetta, sausage and raisins; veal tongue with wild mushrooms; caponata, meatballs enriched with ricotta cheese — the creamiest meatballs ever! — pasta with roasted shallots; artichokes and eggplant; crostini with goat cheese and roasted roma toma-

toes; and orange-scented olive oil cake with sea salt.

What a feast! What a great day sailing, and what a joy to combine my two main hobbies while enjoying it with like-minded folks!

— *sylvia stewart*

inspirational sailors

Army sergeant Urban Miiyares woke up in the middle of the Vietnam War in a body bag. Left for dead while in a diabetic coma during a firefight, Urban was rescued by a medic. After a lengthy rehabilitation, his body recovered, but not his eyesight. Being blind did not suppress his determination to live a full life.

In '78, two disabled veterans decided to take up sailing. At the time there were no programs or sailing schools that could accommodate their needs, so they bought a Cal 20 and invited other disabled veterans, including Urban, to learn how to sail with them.

They started entering races and formed Challenged America (ChallengedAmerica.org), which has been attracting disabled sailors, whether experienced or first timers, to sail on San Diego Bay. Urban was a member of the '03 Challenged America Transpac Team, the first crew of disabled sailors to enter the Los Angeles to Hawaii race, and was happy to volunteer for the night watches.

Because of Urban's 'vision' in helping to create Challenged America, thousands of veteran and civilian sailors with numerous disabilities, both physical and mental, have experienced an introduction to adaptive sailing, developing new skills and abilities, working as a team, helping with rehabilitation, building self-confidence, and being fulfilled with the joy of being on the water.

One group of sailors participating in a recent Wednesday evening Beer Can race in the Challenged America boat included Hiro Iwamoto, who was born with a congenital defect that caused him to become blind in adolescence. In '06, before moving from Japan to San Diego, Hiro led a team to win the Japanese Blind Sailing World Championship. He took the title in Newport, Rhode Island, sailing a Sonar 23 and a J/22. Working foredeck is a challenging enough position for a sighted person, but Hiro is agile as he secures the jib pole and maneuvers to his position as 'rail meat'. Hiro is always quick to laugh and loves being on the water. He feels the wind, hears nearby boats, and can smell what the shoreline restaurants are cooking as the aromas waft out to sea.

Wedge in the cockpit and working the jib sheets was Steve Muse, who lost the use of his legs due to a spinal injury from a car accident,

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welcome the new sf

The *Chronicle* reported last month that San Francisco Marina's new harbormaster took the reins just after Labor Day. John Moren, 49, was hired in the midst of a \$24.8 million renovation of the West Harbor, which took nearly a decade years of wrangling — and the arrival of the America's Cup on the Bay — to get final approval. Work began this spring with a target completion date of November, 2012.

Moren may have inherited a hornet's nest of issues — increased slip fees, slip reassignments, etc. — but he also appears

CARMEN TEDESCO



A potluck on 'lolani' is sure to be culinary delight.



marina harbormaster

to have brought some really great ideas with him from his last job in Abu Dhabi. He told the *Chron* he'd like to create public sailing programs at the facility, from safe-boating classes to learn-to-sail programs to small boat rentals. "I'd like to open it up more to the community," he said.

In addition to working in the marine industry all over the world, Moren is also a sailor. So the next time you see him on the docks, welcome him to the Bay Area by inviting him out for a quick sail.

— *ladonna*

inspiration — cont'd

and recently discovered the joys of sailing. Besides working full-time as an engineer, Steve's list of activities is enough to make many people with four good limbs tired just hearing about them! Steve participates in triathlons on his hand cycle with the Challenged Athletes Foundation (*ChallengedAthletes.org*), goes on kayak expeditions in the Sea of Cortez, cruises down the slopes on a chair ski in winter, and is building a hand-operated "rail rider" to explore abandoned railroad tracks. Before Steve's accident, he was an avid mountain climber. Refusing to think that he'd never be able to scale a mountain again, he lifted weights for an entire year to build the strength to scale Yosemite's El Capitan with a specially built mechanical pulley system and the help of his climbing buddies.

Steve's wife, Jennifer, an able-bodied-yet-novice sailor, joined the

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Up to the challenge — (clockwise from here) Steve Edenson takes the helm in getting challenged sailors out on the water; a recently injured vet is assisted into a Martin 16 to get a taste of sailing; Hiro Iwamoto may be blind, but he has little trouble getting a boat to move.



SPREAD & UPPER LEFT: STEVE MUSE; LOWER LEFT: PHILIPPE GADEYNE/CHALLENGED AMERICA

SIGHTINGS

inspiration — cont'd

group; as well as Steve Edenson, an experienced sailor and the team's captain, who has severe arthritis in his left leg. Captain Steve always wants to come in first, but the rest of the crew are happy just to finish with everyone on the boat. They all enjoy the camaraderie and challenging their limitations while having fun. This race they were also thrilled to see Dennis Conner — who helps sponsor Challenged America — competing in the Beer Cans, although in a different class than theirs.

There are often lots of laughs on board, like the day Hiro showed up with a brightly colored Hello Kitty duffle bag. He couldn't find his

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the schooners

The San Francisco YC hosted some of the Bay's sweetest schooners in the Great San Francisco Schooner Race on August 27. Definitely more race than boat parade, ringers were scattered through the crews, and as the boats converged on the Knox finish line, the deltas dwindled.

Split between Gaff and Marconi divisions, the 13 boats enjoyed a brochure-like day with breeze into the low-20s and sun-



'Aldebaran' is always a stunner.



grace the bay

shine. The Marconi division went to Peter Haywood's *Elizabeth Muir*, with previous winner Bob Vespa's *Scorpio* in second and Jim Cullen's *Gold Star* in third. Ed Witt's *Regulus* carried the Gaff division, with John McNeill's *Yankee* and Paul Dines' *Freda B* rounding out the podium. Next up for classics is the St. Francis YC's Jessica Cup on October 15.

— rob



'Marjorie', a ketch, was an unofficial entry.



The Great San Francisco Schooner Race takes you back to the days of yore.

inspiration — cont'd

regular sailing duffel which holds his cane, so his 4-year-old daughter said, "Here Daddy, take mine."

Next time you're out sailing, stand on the bow with your eyes closed and feel the wind and waves as Hiro does every day, and raise a toast — or volunteer or donate — to Challenge America and these intrepid sailors who are always looking for the next challenge.

— Lynn Ringseis

a slow waltz with the bay

"Two to three weeks, tops," we said of the time we'd spend in San Francisco Bay aboard our Port Townsend-based Pacific Seacraft Dana 24 *Sockdolager*. We spent six. It's one of those places where my husband Jim Heumann and I, just like a couple of kids, were unable to tear ourselves loose because we had to see what was around the next corner. And there are a lot of corners in the Bay Area. Sadly, too many southbound cruisers make the Bay a pit stop, or worse, bypass it altogether to get a jump start on their cruising life.

Part of the joy of sailing under the Golden Gate Bridge was the sailor's certainty: We've earned this! But sailing under the Bridge turns out to be a very small part of the allure of San Francisco Bay. We'd like to encourage our fellow cruisers to take time to explore the Bay before continuing south, so we came up with this mini-guide to the Bay Area.

The Bay: We were amazed by the numbers of boats out sailing every day. Also amazing were the number who don't reef, and the amount of ship traffic. Where else can you have the 100 year-old scow schooner *Alma* flying down one side and a giant container ship lumbering past on the other?

San Francisco: A week at the San Francisco Marina (conveniently across the street from a Safeway) gave us a good feel for this lovely city. We wandered through the Maritime Museum and its ships, rode the cable car up Hyde Street, and to the cable car "museum" at the top of the hill. We visited Chinatown, the Presidio, City Lights Bookstore, the Embarcadero, and Ghirardelli Square, and found this city to be a treat for the senses.

Sausalito: How do you describe a place that feels like a sailor's second home? Within a couple hours of tying up, we'd met several other cruisers and were warmly welcomed by several locals. This colorful town 'speaks sail' fluently, and is a cruising crossroads, with just about anything you might need for repairs or supplies.

Angel Island: This little piece of wilderness in the middle of the Bay has a compelling history and stunning 360-degree views. Despite the \$30 mooring fee, a tie-up in Ayala Cove while you take the tram tour or hike around the island will be a highlight of your visit.

Berkeley: The hospitality and friendliness of Bay Area sailors has been one of the biggest pleasures of our stay. We were treated to a tour of this ethnically diverse, Arts and Crafts-era college town, and found its shopping and restaurant districts superb. If you like to fly kites, Berkeley's got them in unbelievable variety.

Alameda: It's different for a cruising boat to sail past a mile of container ship facilities with their giant sliding cranes loading and unloading ships. So it was a nice surprise to find Victorian-era homes and quiet streets beyond Alameda Estuary's busy waterfront. Alameda's your place if you need an inflatable dinghy or liferaft, supplies, or repairs to any marine gear, but also if you want a good meal out.

Treasure Island: For a respite from marinas, Treasure Island's beautiful Clipper Cove reminds you that you're cruising. A sign on the beach says you need to call for a permit if you're planning to stay

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LATITUDE / LADONNA

Read more about Jim and Karen later in this issue in 'Passing Through'.

SIGHTINGS

waltz — cont'd

longer than 24 hours but, in reality, you can stay the weekend with no issues. Call them only if you plan to stay longer than that.

China Camp: Few experiences are more delicious than lazily sailing wing-and-wing under the Richmond Bridge at rush hour. San Pablo Bay is like a big saltwater lake. Drop the hook just off historic China Camp, and enjoy the peace as darkness falls and the stars come out. Make sure you're firmly hooked as the current rips through there and can take you on walkabout if you're not careful.

Vallejo: A couple miles up the Napa River we encountered the most friendly, down-to-earth yacht club ever. The Vallejo YC's members went out of their way to make us feel at home, and their enjoyment at the Wednesday night Beer Can races was a delight to see (and hear — they're really into cannon signals). The California Maritime Academy's spectacular campus at Carquinez Strait also gives great views down San Pablo Bay.

We wish we could have stayed longer because there was so much left to see and do: Enjoying the warm wonderland that is the Delta; exploring the marshes of the South Bay; anchoring in McCovey Cove during a Giants game; touring the Petaluma and Napa Rivers; and who knows what else!

Six weeks after sailing under the Golden Gate Bridge, we finally tore ourselves away to rejoin the boat migration south. I felt a pang as we did, though, because I'll miss the Bay Area and all our new friends. There are no regrets at how long we've stayed because we're not waiting for tropical latitudes before we slow down and start cruising — and neither should you.

— karen sullivan

empirical evidence of mass hysteria

For years I was a commuter Bay sailor while I lived everywhere from New Mexico to Pennsylvania. I would travel back to the Bay Area to race and cruise on my father's Alameda-based J/35C *Brainwaves*, aboard which we raced in the '10 Pacific Cup. Last year I ended up

in Auckland, where I finally get to sail every week.

Wanting to improve our sailing and traveling skills, my wife Jordan Vaughn and I signed up for Leg 4 of John Neal and Amanda Swan-Neal's offshore sail-training expedition (www.mahina.com) from Apia, Samoa, to Lautoka, Fiji, in August. It was actually a bit of a family vacation as my parents, Jim Brainard and Deborah Ehler, joined us, as did a really fun

couple, Jon and Kate Fawcett from Brisbane. Amanda and John were awesome hosts and instructors for the entire trip.

After a beautiful sail from Apia to Wallis, we had a windy sail to Savusavu, Fiji. A local deluxe dive resort took us out to Namena Marine Reserve for some fantastic diving, and when we returned that night

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green city grocery

In the April issue of *Latitude*, we featured a boat-in dining guide full of suggestions sent in by readers (you can find it at www.latitude38.com/features/dining.html) but we have to admit that we never thought to include boat-in grocery stores. Good thing because there aren't any . . . yet. But soon, sailors on the Estuary will have one of their very own.

Green City Grocery is set to open at the end of November, pending permits, and according to co-owners — and sailors — Adrienne Hoshi and Lorenzo Puertas, will feature grocery basics, including organic



'Sockdolager's track while cruising the Bay.

JIM HEUMANN



Mahina Expeditions' Leg 4 crew — Deb Ehler, Kate Fawcett, John Neal, Jon Fawcett & Jordan Vaughn (Amanda Swan-Neal and author not pictured).

to open on estuary

and local foods, plus sandwiches, soups, and more. The pair of doctors, who run a nearby health clinic, were inspired to open the store when they noticed that boaters resort to grabbing lunch from Starbucks because there are no lunch options in the area. "We think there's a demand for more substantial food," said Hoshi.

Green City Grocery will share docks with the Homewood Hotel and Starbucks, right across from Coast Guard Island. Check out www.greencitygrocery.com for directions and more information

— *ladonna*

hysteria — cont'd

for the local Fijian dinner night, we decided to go back the next day.

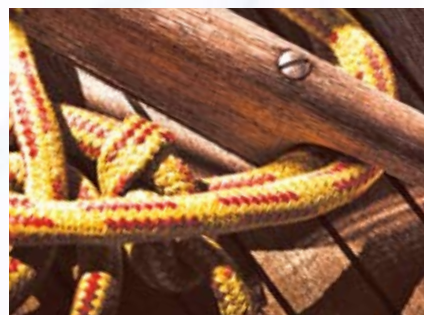
We enjoyed an early morning kayak around Savusavu, then shook out the sails — and caught a tuna! — and headed to Namena Island, which just may be *the* paradise that we were looking for. In addition to the healthy reef, the humpback whales, and the insane number of nearly-tame birds, it's guaranteed to produce awesome sunsets.

During the dinghy ride back from paying our conservation fee, the sky was developing into a pretty sweet sunset over the Bligh Passage. This led to the standard debate between Jordan and me about whether the green flash was a real astronomical phenomenon or a myth fueled by margaritas and mass psychosis. Luckily, I had my camera, and I am so glad to finally have proof how powerful mass psychosis really is.

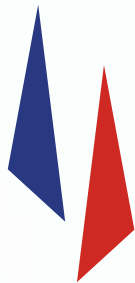
— *andy brainard, md*

Andy not only enjoyed his time on 'Mahina Tiare', but he also obtained proof of what a green flash really is.





SALT



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AMERICA'S CUP 34

The second America's Cup World Series event is in the books. Whether you were one of the reported tens of thousands of spectators in Plymouth, England watching from the "Hoe" above the race course, or one of the thousands watching on YouTube and *americascup.com*, chances are the crash and burn spectacle of nine AC45s ripping around, capsizing, colliding, and at times just surviving, got your attention. Held September 10-19, the event produced some interesting results in its various segments, but none as attention-grabbing as the final day's fleet racing championship.

Sailed in breeze up to 30 knots, with the boats hitting speeds up to 27 knots, the battle for the podium on the final day was a three-way affair between Oracle Racing's two boats and Emirates Team New Zealand. In the prestart, Energy Team capsized trying to avoid Team Korea, although the former managed to get the boat upright quickly and rejoin the race. But the carnage didn't stop there — Artemis Racing got tangled with GreenComm Racing, causing the latter's skipper, Vasilij Zbogor, to fall overboard and suffer a minor hand injury. GreenComm retired before the start and was subsequently penalized for tacking too close.

Steering clear of trouble in the prestart, the two Oracle Racing boats and Emirates Team New Zealand set the pace off the line. The first mark nearly claimed China Team which capsized, but recovered quickly to stay in the race. Oracle's Jimmy Spithill had to wait until the final lap to take the win, and ETNZ's Dean Barker had to satisfy himself with second place ahead of Oracle's Russell Coutts.

The Charlie Ogletree-led China Team finished seventh when Artemis capsized later in the race, with American Ogletree crossing the finish line 9 minutes and 54 seconds after the winner — just 6 seconds before the time limit. Aleph moved past

Tangles of angles — the cats and their tight downwind angles make for some pretty cool visuals.

Team Korea at the end of the race to take fourth, with Energy Team in sixth.

"Today it was racing and survival," Barker said. "When the wind cranked in, it was full on. The hard thing was not the wind speed but the big puffs, which were unpredictable. We always like to win, but it's nice to get past Russell and take second."

The fleet racing championship was a bit of redemption for Oracle Racing as neither of the team's two entries was able to crack the podium in the match racing championship, where Barker and his mates proved to be at the top of the class, and surprisingly Team Korea, led by British skiff sailor Chris Draper, slipped into second, with Artemis third.

FAQs

Now the attention turns to San Diego, where the third America's Cup World Series event will be held November 12-20. In the meantime, we thought we'd update on some basic info about the Cup and what to expect on the Bay.

Earlier this year when San Francisco was named as the venue for the 34th

America's Cup we put together a list of FAQs for quick reference. Since then, a number of things have changed — some expected, some not — so we thought we'd take the time to provide you with some new answers to the questions. If you're a dedicated



'Oracle Racing Spithill' lifts off — Russell Coutts took the speed trial, posting a 30-knot sprint down the 500-meter course off the Plymouth Hoe.

Cup fan, much of this info might seem pretty basic, but you'd be surprised at how many inquiries we still get about some of the more fundamental topics. We've attempted to address those below. A complete list of the questions and answers is on our website at www.latitude38.com, and we'll update it periodically.

What are the exact dates of the Cup?

The exact dates have been formally announced. The racing for the Louis Vuitton Cup (challenger selection series) will be from July 4-September 1, 2013, and the Cup match itself will go from September 7-22, 2013.

Where will the racing take place?

The start/finish will be on the Cityfront, in the neighborhood of Piers 27 and 29. The initial plan was to have a weather mark near Blackaller Buoy, a limiting mark to leeward of the start/finish line, a leeward gate, and a reach mark in the



GILLES MARTIN-PAGET

— SAN FRANCISCO BAY



GILLES MARTIN-RAGET

Central Bay that would change location depending on the wind strength. Although AC Regatta Management has not made any formal declarations, they've been experimenting with reaching starts during the first two America's Cup World series events. Depending on the sea state, the race committee also has a provision for extending the weather leg out to Pt. Bonita. The marks will be dynamically-positioned boats instead of anchored inflatables and will be adjusted to make the races last as close to 45 minutes as possible (to facilitate TV coverage).

What if I want to watch it on TV?

Hopefully that will happen, although to date, only TV New Zealand has been announced as having signed up for the full broadcast rights. Rolex Yachtsman of the Year and über-brainiac navigator Stan Honey — he developed the first-down line for TV football coverage — has been retained by the America's Cup Event Authority to improve the television coverage, and the results from the streaming feed from Plymouth have been very encourag-

ing, with split-screen and overlay views. There will also be microphones on each crewmember, plus strategically located mics on the boat. There will be one on-board camera operator in addition to remote-controlled onboard cameras, plus what we assume will be aerial — helicopters have been employed in the ACWS so far, although concerns about noise and pollution have led to investigation of other options — and waterplane cameras.

When will we see boats on the Bay?

Although the event schedule for the America's Cup World Series is not yet completely fleshed out, the schedule for the two World Series events on the Bay is pretty well nailed down for August of next year. In the meantime, the roadshow will visit San Diego next month from November 12-20 before heading to Venice, Italy, May 12-20, 2012 and Newport, Rhode Island June 23-July 1.

How many teams can we expect?

One of the biggest changes since the first iteration of these FAQs is in the lineup of teams. When we last checked in, there were four confirmed and announced entries in addition to Oracle Racing: Team Artemis, Emirates Team New Zealand, Aleph-Equipe de France and Challenger of Record Mascalzone Latino. Of course, since then, there have been some major changes. First, Mascalzone Latino is kaput, and Artemis Racing has taken over as Challenger of Record. The others are still in the ballgame, and have been joined by some promising challengers, including Team Korea, China Team, France's Energy Team, and Spain's GreenComm Racing. That brings the total to seven teams, in addition to Oracle Racing, that have already participated in the first two ACWS events.

To be clear, there is no guarantee that some of the newer teams will make it to the AC 72 stage of the game, but all have posted encouraging results so far, which should bode well for their continued existence. As of this moment, the only sure bets are Oracle Racing, Artemis Racing, and Emirates Team New Zealand, all of which are funded. Artemis,

although very strong looking, is backed by Swedish billionaire Torbjorn Tornqvist, who is rumored to not be excited about footing the bill entirely by himself, and the team's hunt for sponsorship is active. Changes to the protocol have left open the possibility for a later challenger to jump into the game, but the reality is that anyone doing so would be so far behind the curve that they would have little chance of contending.

When will work begin on the piers?

This is still the \$50 million question. The project has already undergone an amazingly fast environmental review required under the California Environmental Quality Act, more commonly known as CEQA. The CEQA process, although budgeted to take one year, was completed in just about 8 months. But questions, and opposition to the plans, still remain.

Will they charge for viewing spots?

It's possible that there will be designated seating in certain places, but the fact that so much public land has prime views of the Bay means that there will be an abundance of good places from which to watch the races for free.

What is the AC World Series?

The America's Cup World Series is the series of regattas that leads up to the main event in August 2013. Five events — down two from the original projections — are either done and dusted or scheduled between now and August 2012. Since the events are sailed in the one design AC 45s, Oracle Racing is participating. The results will have no impact on the completely separate Louis Vuitton Cup (Oracle Racing will not be sailing in it), nor the America's Cup itself. The America's

'Almost got it' ... — a precarious position for a bow guy if the skipper can't keep the hull flying.



GILLES MARTIN-RAGET

AMERICA'S CUP 34

Cup World Series is, in essence, a prelude that provides sponsor exposure, concept testing for media, and battle-hardening for crews.

Why are there so many different events within an AC World Series?

Honestly, we're not sure. The format so far has been pretty confusing, switching up between speed trials, fleet racing, match racing, and fleet racing to seed the match racing. Thankfully, the video it's produced has been fun to watch. The format may change as ACRM evaluates the viability of these components.

What are the specs of the AC 45s?

The five-man AC 45s are 45-foot long catamarans and have solid wings that are about 70 feet tall, in addition to a jib and gennaker. All trimming is done with top-handle-ground winches, and the boats have straight daggerboards that do not articulate (although teams are welcome to test lifting foils on their boats). The entire boat is demountable, and the wing is in sections, which allow both to be packed up into shipping containers on a dedicated



GILLES MARTIN-RAGET

Loïck Peyron's 'Energy Team' didn't have the best regatta in Plymouth, but it's only a matter of time before these guys get it figured out.

ship for transport between the America's Cup World Series events.

When will the AC 72s be launched?

Originally, the first America's Cup

World Series event on the Bay in August of next year was to mark the debut of the AC 72s, but that has changed, and now the 72s and their 11-man crews won't come into play until the Louis Vuitton Cup.

What are the specs on the AC 72s and who is building them?

The AC72s will be 72-ft long catamarans that are 45-feet wide, and carry wing masts. An initial plan to have two different sized wings has been scrapped, in favor of only the big, 130-ft tall one. The minimum weight is 6.5 tons. The AC72s will most likely be built in-house by the teams, although Oracle Racing is providing a starter design package. The hulls and beams are required to be built in the country of the challenging yacht club, but everything else can be built anywhere.

How fast will the AC 72s be?

On a reach the boats could tickle 40 knots; upwind their VMG will be in the 14- to 15-knot range.

— latitude/rg

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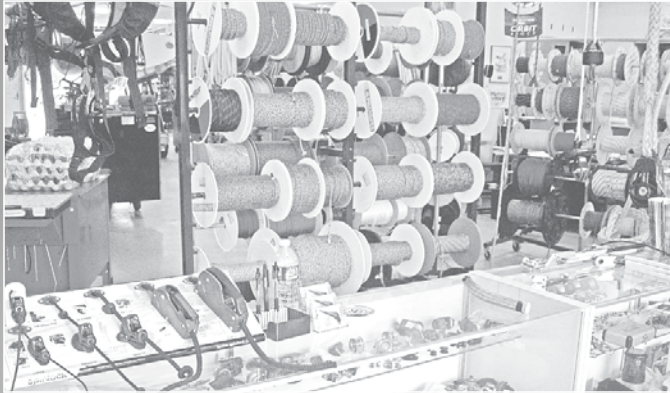
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ROLEX BIG BOAT SERIES



SHAFON GREEN



Over the last few years the Rolex Big Boat Series has seemed pretty tame. The flood has been pretty dominant, and the breeze has been generally light, even nonexistent at times. But with the regatta moved a week earlier in the month this year, we were hopeful that it would be a little, well, spicier.

Was it ever! The West Coast's premier big boat regatta brought more heat — figuratively speaking — than a roasted Scotch Bonnet September 8-11 at St.

Spread — 'Vesper' carves up the Bay en route to a resounding victory in IRC A; insets, from left — 'Mayhem' was 'Vesper's closest competition; 'Velos' proving that IOR boats still make for good photos!

Francis YC. Eighty-one well-prepared boats, in four IRC and four one-design divisions, put on a show that had everyone saying something to the effect of, "Now, this is a Big Boat Series."

Before we even talk about the breeze, bear in mind that the ebb was in full effect for most of the series. Thursday brought what had to be one of the most photogenic days on the Bay so far this year,

with sunshine and breeze that started in the mid-teens and built into the mid-20s throughout the afternoon, with no fog. Figuring we had seen the best weather of the regatta, we were thrilled to get breeze in the low 20s the following day.

Perhaps the Slot sensed it was the weekend, and more spectators might be watching from shore, or maybe it was just luck. Regardless, the area between the

— ABSOLUTELY EPIC



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Gate and the Berkeley Circle dished out a big old helping of smackdown on Saturday. Upper-level monsoonal moisture had rolled in the previous night, and with it came breeze that scratched the mid-30s by the end of the day. Boats were being knocked down left and right. Spinnaker poles snapped like twigs, and kites were blowing out like Charlie Sheen on his Violent Torpedo of Truth.

"In contrast with last year, which was very mild, this year was like a heavyweight

boxing match with Mother Nature," said IRC D winner Don Payan.

Ultimately the sailors won, and although many were battered and bruised after their four rounds, we didn't hear anyone crying that it was too much. The sail loft repair teams stayed extra busy all through the weekend, and there was plenty of midnight marine action going on as teams fixed everything from battens to holes in the boats during the sailors' "off-watch" every night.

The Farr 30s used the regatta as their World Championship, and it brought 12 boats out in what were really testing conditions for what is the offshore one design of choice for a lot of pros — in large part because of how challenging it is to sail in big breeze and moguls.

Throw in some sick-looking TP 52s, a bunch of smashing Fast 40s, and the usual variety of Bay programs that get way ramped-up for the late-summer classic, and the 47th Rolex Big Boat Series

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Clockwise from top-left — Scott Easom's 'Eight Ball' smashes downwind; the Farr 30s were almost always tightly bunched; 'Standard Deviation' shows off the median downwind look for the responsive and challenging Farr 30s.



was one that will not likely be forgotten by anyone who sailed, or watched.

Farr 30s

A 7-8-2 in the 12-boat fleet was not how anyone expected Deneen Demourkas and her team on *Groovederci* to begin the Farr 30 World Championships. But in her ninth attempt to win the class's worlds, and after two Tours de France à la Voiles in the boat, Demourkas — and everyone else in the fleet who has sailed against

her — knew the regatta was far from over. After all, there were still eight more races scheduled for the division — it was the only one to sail more than seven, and the only one to sail exclusively on the North Course — over the rest of the weekend.

Demourkas — the current class president — came out swinging the following day, putting up a 2-1-1 to reclaim precious points, while the Bay's Scott Easom and his crew on *Eight Ball* kept adding low scores to their scoreline and maintained

a one-point margin over former world champion Jim Richardson on *Barking Mad* after six races.

Saturday's weather caught just about everyone unawares, and one race was all it took for the R/C to send the fleet in, when what had been an appropriate level of carnage on the race course suddenly became overwhelming. With the fleet spewed all over the course, and the crews and boats — not to mention sails — getting beat to hell in the steep Circle chop, the decision was made to try to make up the two lost races the following day.

With the lightest breeze the fleet had

From left — 'Groovederci' getting a groove on downwind; a proud John Demourkas congratulates wife Deneen: "My world champion," he said. "Now I have to see if I can still live with her!"; moments after crossing the finish line of the decisive final race, the 'Groovederci' crew take a well-deserved breather and photo-op.

DANIEL FORESTER/ROLEX



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seen all week, Sunday didn't exactly start off great for Demourkas. She posted a 5-2 in the first two races, and Richardson scored a 1-3 to leapfrog *Eight Ball* into first overall, two-points ahead of *Groovederci*.

"Coming into today, I knew winning was a possibility, but we would need all four races," Demourkas said. "In the first race, we were leading and hit the weather mark, but we did our penalty turn and managed to hold it all together."

Down the final run of the penultimate race, things weren't looking much better. Demourkas led, and *Barking Mad* looked good for second place. But in what Richardson described as an "unforced error," *Barking Mad* jibed too close to another boat and fouled it some 20 boatlengths from the finish. The resulting penalty turn pushed Richardson back to 10th place, meaning that all Demourkas had to do in the final race was finish within five boats of Richardson to claim the title.

In a nail-biting final race that saw *Groovederci's* tactician Cameron Appleton repeatedly split away from *Barking Mad* to minimize the chance that the two boats would sink themselves so deep that Easom could slide in ahead of them. But when Richardson led Demourkas across the finish line with the two boats in third and fourth respectively, it was all over.

"It feels great to finally win," Demour-

kas said, "after nine of these, and God knows how many Farr 40 world championships."

Despite not having the benefit of a long work-up, nor the chance to race against many of the top programs aside from in the two events leading up to the Worlds, Easom and his crew of Bay Area regulars ended up a credible third.

"Downwind we were lower and faster than everyone," he said, adding that when the breeze got lighter and the racing became less about survival and more about having a good upwind set-up, their lack of time in the boat showed. "I would have traded some of our downwind edge for some of their upwind speed."

Putting on her class president hat, Demourkas gave the club credit for including the class — the smallest big boat to ever get a dance card at the Rolex Big Boat Series.

"It really showed the club's commitment to yachting to have us here and give us a chance to show what the boat can do," Demourkas said. "The boat was built for the kind of stuff the Bay can deliver, and it was really fun having it here. Today was just a classic example of a perfect day — 15 knots of breeze and tight racing. It was pretty nerve-wracking. Everyone was really close. It wasn't a runaway win."

In fourth was none other than Demourkas' husband John. The Santa Barbara-based duo have raced with and against each other on his-and-hers Farr 30s and 40s for over a decade. But now,

'Double Trouble' lighting it up downwind; inset, from left — tactician Will Baylis and Andy Costello put up a string of seven straight bullets!



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Deneen will be doing it with a Rolex, and her name on the Atlantic Perpetual Trophy.

IRC A

The "big boat" class at this year's Rolex Big Boat Series was IRC A once again. And there was plenty of bling at the top of the heap. The biggest boat in the whole regatta was Bill Turpin's Santa Cruz-based R/P 77 *Akela*. Next up — at least in terms of LOA — was Kjeld Hestahave's San Diego-based Tanton 73 *Velos*. Bumped up into the division after previous years of racing against smaller boats, Chip Megeath's R/P 45 *Criminal Mischief* became the little boat with little chance to get around the big guys. But the boats everyone's eyes were on were the five owner-driven TP 52s ranging in age from 2005 to '08, that put on a fantastic show on all four days.

Three '08-vintage boats, Jim Swartz' *Vesper* (formerly *Quantum Racing*), Ashley Wolfe's *Mayhem* (formerly *Bigamist 7*), and Peter Cunningham's *PowerPlay* (formerly *Oracle Racing* and *Synergy*), set the pace against Manouch Moshayedi's '07 *Rio* (formerly *Stay Calm*) and David Team's '05 *Rebel Yell* (formerly *Pisco Sour*). Conditions being what they were, none of the other boats had a chance against the newer 52s, no matter how well they sailed. On the runs, the powered-up 52s lit the afterburners as soon as the kites went up, mowing down the

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The J/120s were a tough fleet once again; inset, from left — Barry Lewis and his 'weekend tactician' Doug Nugent almost had a race to spare.

bigger boats with ease. But one 52 stood out from the rest of the crowd: *Vesper*.

"We had an incredible year," said project manager Ken Keefe. "It was especially gratifying to Jim for a number of reasons. This was his third Big Boat, and the first two [with a Swan 601 and a Melges 32] didn't go as well we would have liked."

Swartz had invested a considerable amount of money and effort into developing and commissioning an STP 65, *Monypenny*, which like many other Reichel/Pugh boats built at the time, experienced problems with upwind balance. Faced with having to effect a massive redo, for a class that was failing to gain critical mass, Swartz elected to donate the boat instead (See this month's *Sightings*). In its place, he picked up the '08 Audi MedCup winner and went out to face some of the top programs in the Carib-

bean and on the East Coast, racking up an enviable race record that included a whole bunch of wins.

"The *Monypenny* experience left him with a sour taste about the sport because he'd done all the right things," Keefe said. "So, to come back and have such a successful year in a tougher class, is just that much more rewarding."

Vesper started off the week with a 1-3, before rattling off a 2-1-1-1-1 to finish five points clear of former Bay Area resident Peter Cunningham's *Power Play* and take the St. Francis Perpetual Trophy and a new watch. But the final point totals were a little misleading, because the only boat that was anywhere near *Vesper* during many of the races was Canadian Ashley Wolfe's much-improved, Bay Area-based *Mayhem*, which pushed *Vesper* hard all week. Were it not for being a little more ragged around the

corners, *Mayhem* could have won the regatta.

"*Mayhem* was just a couple months behind us sailing as a team," Keefe said. "It's embarrassing how many spinnakers we dropped in the water at first. At Big Boat, our sail repair expenses were only \$120, which was a personal record!"

A big part of sailing so cleanly is having an owner who can drive, and according to Keefe, Swartz is just that.

"What's amazing is that Jim is getting close to 70, and he steered the boat every second of every race," he said. "The thing is camped on 21 knots all the way down the Bay and we're trying to just survive, but we never had to worry about Jim. He's extremely hands-on. He's disappointed if he can't make it out to go sail testing with us."

Swartz, Wolfe, Cunningham, Moshayedi and Team all drove their own boats, although there's no owner-driver rule for the class.

"That's how we're going to grow the sport," he said. "There are very few people willing to pay a full crew and sit on the side of the boat. We have to

'Team Premier' didn't get much of a work-up before the event, but it looked awesome with the hammer down; inset — this was their only wipeout that we saw, and it was actually pretty gentle.

Scooter Simmons, top left, and the 'Blackhawk' gang took their first Rolex BBS win, and wrapped up their second J/105 season championship in three years.



LATITUDE/ROB



rally around owners driving."

IRC B

Nine boats were classed together in IRC B, and the grouping provided the closest margin of victory of any of the regatta's eight divisions. All nine were rigged with symmetrical spinners. Almost all were designed to IMS. All were of moderate displacement. And none could touch a runaway effort by Brad Copper's Tripp 43 TNT, and Sy Kleinman's Schumacher 54 *Swiftsure II*. After the first day of racing Copper — who already has a Rolex in his trophy case — was bullish on the division assignments.

"This is the first year that I can say the division assignments are apolitical," Copper said. "The boats that should be



LATITUDE/ROB



'TNT' had to battle for the IRC B honors; inset — Brad Copper claimed his second Rolex in four years.

grouped together based on similar performance are racing each other. The big boats are in the big boat division, we're in the next one down, and the sportboats are in the next division."

After trading the top two spots on day one, only a fifth for Kleinman in Friday's first race gave Copper and tactician Seadon Wijsen any breathing room — room they'd need when *Swiftsure II* finished with three straight bullets to get within two points of TNT. Although the *Swiftsure* crew — known reverentially as "The Elks Club" — couldn't pull off the

regatta win, finishing as strong as they did capped a well-sailed regatta and this year's Rolex Big Boat Series marked a personal milestone for the 90-year-old Kleinman — it was his 30th, and the 16th aboard *Swiftsure II*.

IRC C

For the second year in a row, IRC C was reserved for the sportboats in the 40-ft range, aka the Fast 40s. Because lighter boats under about 45 feet haven't gotten much love from the IRC rating rule, grouping them together by type, rather than rating, gives them a better shot at taking home some silverware while providing for better competition. Although the club tried the idea last year, it didn't work to everyone's satisfaction when Dale Williams' Kernan 44 *Wasabi* — a deceptively larger boat than the rest of the field — was lumped in with the group. This year, with *Wasabi* having been sold out of the area, and the only other potential interloper, *Criminal Mischief*, bumped up to IRC A, the field was a well-matched grouping of great, fun-to-sail boats. A pair of Farr 36s, a 1D35, and the brand new, and totally sweet Farr 400, joined a group of four J/125s in what was probably the biggest-ever gathering of J/Boats' cult classic. The result was some really good racing. Ultimately the J/125s took the top four spots, led by the Bay Area's Andy Costello and his shiny silver *Double Trouble*.

Costello and tactician Will Baylis were pushed hard upwind by the eventual runner-up, Southern Californian Tim Fuller and his crew on *Resolute*, but when it came time to point the boat downhill, Costello absolutely blew the hatches off the fleet, keeping the boat planing at full speed on the runs and finishing with a straight-bullets scoreline. The funny thing was that Costello hadn't even planned on sailing the regatta. But



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after a disappointing shot at the Trans-Pac in July — they had to retire when a strut supporting the rudder post broke and started letting water in — Costello decided, "Why not?"

"I couldn't pass up the opportunity to have four J/125s on the Bay," Costello

Smith and his team not getting the boat to the Bay until just two days before the regatta. With its one-design main — the boat has a smaller IRC main that didn't arrive in time to be measured in — the Farr 400 struggled upwind in the bigger breeze. But the flip side was that this all-carbon rocketship just lit up downwind and looked pretty awesome doing it.

The club really got this division right this year. Had *Criminal Mischief* been allowed to sail in it, that would have probably killed any future interest in the class. But more boats on the Bay fit this type, and the Fast 40s could prove to draw even more boats in the future.

IRC D

Don Payan has spent the last ten years sailing his J/120 *Dayenu* in that one design fleet at the Rolex Big Boat Series. Last year, he even won the class. But in what is an unusual move — typically owners migrate from handicap to one design racing — Payan and his crew decided that they wanted to do something else.

"Basically this year we did the Aldo Alessio Regatta in IRC because the J/120s didn't sail," Payan said. "It's one of my favorite regattas of the year. We had weighed the boat for IRC earlier in the year, so after Aldo, we polled the crew, and it was unanimous. Everyone wanted to try something different. The J/120 fleet is full of wonderful sailors and fantastic competitors; the fleet is



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terrific, and very stable. But we figured, "What the hell?"

Dayenu was the scratch boat in the division, which is never a bad position to occupy, but Payan and his crew suspected that they would need to get "their" conditions to finish at the top.

"To a person, none of us thought we were going to do well," Payan said. "We had no clue. We knew we'd have trouble in less than 12 knots, but that if it was north of that, we'd have no problems."

Of course, it turned out to be well

'Golden Moon' rumbles past Alcatraz en route to a three-peat in the Express 37s; Sally and Kame Richards basking in 'Golden Moon's fifth Rolex BBS win in the last nine years.



LATITUDE/ROB

COURTESY DAYENU



Don Payan, center and the 'Dayenu' crew had a successful second foray into handicap racing, running away with the honors in IRC D.

said.

Costello and the *Double Trouble* crew — essentially a last-minute grouping almost entirely of skiff sailors including-Will's brother Trevor on the mainsheet — absolutely hammered downwind.

"Boat-for-boat, *Resolute* was our best competition," Costello said. "They were fast upwind, but our attributes are in planing downwind — that's where we excel over the other boats."

As far as we saw, *Double Trouble* was the only boat to not wipe out downwind in the big breeze. For Costello, the result was getting his name on the Richard Rheem Perpetual and a Rolex to take home.

Meanwhile, the West Coast debut of the Farr 400 was a rushed effort from the get-go, with project manager Dee

DANIEL FORESTER/ROLEX



— ABSOLUTELY EPIC



Chip Megeath's R/P 45 'Criminal Mischief' was one of the 'odd boats out' in IRC A. However, with conditions like these, and a weapon like this, who cares? The Criminals prepare for a douse.

north of that, and with Randy Smith calling tactics, *Dayenu* ended up cruising to a 1-1-2-1-1-2-1 over the four days, utilizing their size and upwind speed advantage to let the rest of the pack battle it out among themselves for the rest of the spots in the eight boat division made up of various 35-40-footers.

"We didn't have to sail the last day, but we felt it wouldn't be appropriate to not go out," Payan said. "So we stayed clear of everyone and started four seconds late at the boat end and went the wrong way on the first beat, but still ended up winning the race."

Dayenu had eight people returning from last year's winning crew, and according to Payan, that made a big difference.

"The secret to success is to have a crew that's been together for years," he said. "Everything becomes second nature, the boat is quiet, everyone knows what to do, and the timing was perfect. We had very good vibes onboard, and it was absolutely memorable."

The win garnered Payan a Rolex and the Keefe-Kilborn Perpetual Trophy.

J/105s

The J/105s were sailing for the Commodore's Cup — for the largest one design at the regatta — once again after being unseated by the Melges 32s last year. All the usual suspects were in play at various times during the regatta, and all had their share of troubles. Defending champion Bruce Stone and *Arbitrage* got knocked out of contention by a DSQ following a protest by Phil Laby's *Godot* in the fourth race.

Also facing trouble was first-time winner Scooter Simmons. A port/starboard collision knocked his *Blackhawk* out of Saturday's racing. But thanks to an opening scoreline of 4-1-2-1, his average points for the two missed races were a pair of seconds. But Simmons and his crew didn't make life any easier for themselves despite the 12-point lead they carried into Sunday's Bay tour. They were OCS in their last race and had to restart.

"We had to make up 12 boats, and then we chose to go to the shore for relief from the current, and that was the wrong decision," Simmons said. "The wind clocked right, and by the time we got to the City-front, we were so deep, it was the most discouraging thing in the world. My crew is just so good that we were able to do it, but it's not the way you want to win a regatta."

Blackhawk managed a 10th in the race, good enough for a seven-point win, a

second fleet season championship, and a watch.

"It is the epitome, the trophy we all want," he said.

J/120s

Starting on the right foot is definitely helpful when sailing a seven-race series, and that's what Barry Lewis and his crew on *Chance* did in the J/120 fleet — barely.

"In the first race, things went the wrong way and we ended up in the back of the fleet," Lewis said. "We managed to work our way back and eke out a third."

That would prove to be *Chance's* second-worst race in a series that uncharacteristically did not go down to the wire — three of the last five Rolex Big Boat Series wins in this class came down to the final run of the final race of the regatta.

"You can't see it in the scores, but it was as tight as it's always been," Lewis said.

From there, the *Chance* crew went on a tear, scoring a 1-2-1-1-2 to set up a final race of the series where all they had to do was finish. They would ultimately finish fourth in that one, to secure a three-point victory over their perennial nemesis, Steve Madeira's *Mr. Magoo*.

"I think it was consistency more than anything," Lewis said of their win.

That consistency extends to Lewis' crew, many of whom have sailed with him for the better part of a decade, including both people who filled the tactician role — Seamus Wilmot (days one and two) and Doug Nugent (days three and four).

"It's hard to do that with a lot of tacticians," Lewis said.

"We had the history together so it was pretty seamless."

Sy Kleinman (inset) celebrated his 30th Rolex BBS on his evergreen Schumacher 54 'Swiftsure II', which narrowly missed out on IRC B honors in its 16th.



LATITUDE/ROB



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ROLEX BIG BOAT SERIES

DANIEL FORESTER/ROLEX



This was not as bad as it looks, really . . .

"One of the highlights of this Rolex Big Boat Series was the big breeze we had on Saturday," Lewis said. "These boats love the big breeze. They're solid as rock, and in 30 knots, they'll get up on smaller waves and really get moving. After last year's regatta, which was later in the year, and lighter, this was great. You think of Big Boat as a windy regatta and it was fun to go out there when you're on the edge the whole time."

Express 37s

Kame Richards is no stranger to success in the Express 37 class, and

this year was no different. His *Golden Moon* proved to be the boat to beat in this year's regatta, taking the division by a deceptive seven points over Mick Shlens' Southern California-based *Blade Runner*. The win marked the third-straight for Richards,

and his fifth in the last nine years. And although the Expresses were snubbed for a watch this year — though he already won one three years ago — he didn't go away unhappy.

"Sometimes Big Boat Series isn't fun," he said. "It can be a giant pain in the ass; everyone is protesting and whining. But this is the most fun I've ever had at a Big Boat Series because we were the two dominant boats. We could get out in front on the first beats, which allowed us to battle each other tooth and nail. I admire the hell out of Mick. If I can be

doing as well as he is in ten years, I'd be really happy."

Richards said the difference-maker was their start out of the blocks.

"We started really well the first two days, and they didn't," he said. "In the first race, we rounded top mark in fifth and I thought, 'This is going to be a long week.' Then we passed three boats on the first run, and I thought, 'This is going to be a long week, but it's going to be all right.'"

And all right it was. The *Mooney's*, with tactician Liz Baylis — one of two substitutes (the other being Sally Honey) for the event on a crew that was otherwise the same as the one that sails on the boat all year long — finished with a 1-2-1-1-1-2-2 to leg out over the rest of the field.

With so many great photos, we ran out of room for our customary results table, but you can find them along with videos and more photos, at www.rolex-bigboatseries.com.

— latitude/rg

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PASSIN' THROUGH

The annual migration of southbound cruisers is well underway, and you have just a handful of weeks left to catch a cruiser before they all sail south for the winter. But trust us, they're worth catching. All have their own stories to tell — some thrilling, others educational, all entertaining — so we highly recommend going out of your way to greet all the transient cruisers you can.

Last month it was our pleasure to run around in a dinghy for a few days meeting cruisers who had stopped in the Bay for a spell. In the following pages you'll get to meet them as well, and they're as varied as their boats: the young couple who have to work wherever they stop; the retired professionals sailing in style; the family with young kids who realized life on land wasn't for them; the boat partners who had a guys' trip down the coast; the retired couple cruising in a boat smaller than most people's bathrooms; another retired couple leaving for points unknown; and the singlehander who built his own boat but had never been sailing before.

So walk the docks of your marina — if you see a foreign courtesy flag flying, they're likely just passing through. If you have access to a car and a few spare minutes, offer them a ride to the grocery store or West Marine. 'Paying it forward' will reap you huge returns when *you* finally cast off the docklines.

— **latitude**/ladonna



Wondertime, Benford 38, Seattle, WA (www.swondertime.com) — All too often, when cruisers get pregnant their cruising plans get shelved. They move ashore and get caught up in family life, and those plans they had to see the world get pushed farther and farther back until they're a faint memory. Not so with Seattle's Michael and Sara Johnson.

The couple bought their first boat in '99, a beautiful Hans Christian 33T aboard which they cruised Puget Sound and as far north as Juneau. Reality set in when they realized they'd be shackled to jobs for as long as the bank held the note on the boat, so they 'downgraded' in '01 to a '65 Alberg 35. Freed from bondage, they spent the next year happily cruising Mexico before returning to Seattle.

Feeling the need to stretch out a bit while living aboard in Puget Sound, they bought a Tayana 42 in '04 and, two years after that, welcomed their first crewmember, Leah. After nine months of living aboard with a baby, Sara said it was time to move ashore. They found a nice house, sold the boat, and gave life ashore the good ol' college try. Holly, who arrived in '08, completed the little family.

But all wasn't picket fences and ice cream. "Life ashore was boring," lamented Michael. "But we learned a lot about ourselves," Sara added. Namely, that they felt incomplete without a boat in their lives . . . a boat that they lived aboard. So the search began. In '09, the Johnson family fell in love with a unique 38-ft Jay Benford-designed ketch named *Wondertime*. They moved aboard last year in preparation for an open-ended cruise that will eventually see them jumping the Puddle and ending up in New Zealand.

The Johnsons, who cruised around Vancouver Island this summer as a shakedown, reported beautiful conditions off Washington, but found Oregon's coast to be less hospitable. "The bad weather started around Cape Blanco," Sara recalled. "By 9 a.m., it was blowing 30 and we were hand steering." *Wondertime* took refuge in tiny Port Orford — little more than a nick in the coastline — for 24 hours before continuing on. "We sailed into fog around Crescent City, and had it the entire rest of the trip," said Michael.

In addition to visiting family and friends in the Bay Area, the Johnsons intended to explore the Bay some before heading south with very few firm plans. "All we know is that we can't miss the Channel Islands," said Michael. "And of course Disneyland!"



TIM SELL

Misty, Buehler 28, Port Angeles, WA — However one might choose to describe Dan Nordskog, 'determined' would have to be at the top of the list. After all, how many people would continue building the same boat for 28 years? That's one year for every foot of LOD!

When Dan moved to Port Angeles from Minnesota a few decades ago, he got the itch to build a sailboat, even though he'd never sailed a day in his life. As a carpenter, his obvious choice was a wood boat, so he settled on a George Buehler design for a 28-ft carvel-planked boat. "When I got the plans, they looked so detailed I thought I'd never make sense of them," Dan recalled. "Toward the end I was looking for more info than the plans gave!"

Over the years, Dan continued working in construction as work on *Misty* ebbed and flowed. But the day finally came to launch his Douglas fir cutie on his birthday . . . this summer. Having read every sailing book in and out of print, Dan understood the concepts of sailing, but knew his learning curve would be steep. He spent the summer tooling around Puget Sound, getting the feel for his new mistress and "learning on the go."

He arrived at Drakes Bay after a solo nonstop from Neah Bay with a dead outboard — his only motor — and no wind. Instead of working his way into the anchorage, he tied to the #1 buoy for a few hours to catch up on sleep (a practice we don't recommend). "The tide switched and *Misty* started banging into the buoy so I woke up and tried sailing into the Bay," he said. Unfortunately, the wind that had perked up died again, leaving *Misty* to drift backward in the ebb.

"I called the Coast Guard just to let them know I was out there," Dan recalled. "I wasn't asking for help or anything, but they came out and towed me into Horseshoe Cove." During the ride in, the towing bridle dislodged *Misty's* anchor, which paid out. Instead of trying to retrieve it in rough seas, while under tow, Dan just cut the rode.

Other than some chafe, *Misty* appears no worse for wear, considering the 40-knot winds Dan reported seeing on the trip down. Dan, on the other hand, was shaken up a bit and hopes to find willing souls in the Bay to help him figure out some issues with his boat before leaving again. "I'd been planning a circumnavigation," he said, "and I'm still willing but I need to recover first." Considering the determination he's shown so far, we'd say it's a safe bet that Dan will be back underway sooner than he thinks.

Velella Velella, Ingrid 38, Port Townsend, WA (vivavelella.wordpress.com) — Most southbound cruisers who pass through the Bay have good stories to tell, but few are as riveting as the one told by Rob Sanderson and Kai Wallin. Here's a tip: When you hear "I opened my eyes and saw bubbles," you know it's going to be a doozy.

The young couple had been living aboard *Velella Velella* for a while, and had been talking about going cruising, but never made any firm plans. So when Rob was offered an opportunity at work this spring that would tie him down for the foreseeable future, he took Kai out for lunch and proposed leaving sooner rather than later. "Then I took my boss out for a beer," he laughed.

With help from friends, the adventurous pair got the boat cruise-ready in a few short months, and took off with one crewmember. "The first four days were beautiful," Kai recalled. But a gale whipped up just south of Eureka — a.k.a. 'Gale Alley' — bringing with it 50-60 knots of wind and heavy seas.

"After the first big wave hit us, we decided to heave to," said Rob. "But the forecast called for three more days of it." Not wanting to put the boat and her crew through any more, Rob decided to drop sail and motor for Bodega Bay, about 80 miles off. "We had 15- to 20-ft breaking seas," he recalled. "It was just like surfing."

But then one hit just the right way to knock the heavy full-keeler completely on her side. "My crew and I were tethered in the cockpit when we went over," said Rob. "I was literally at the end of my tether when I opened my eyes and saw bubbles." Seconds later, *Velella Velella* was upright and chugging right along, none the worse for wear. "I went up to see if the boys were okay and they were laughing!" Kai recalled.

Rob and Kai made it to the Bay without further incident, and were planning to stay awhile to replenish the cruising kitty. They'll continue to work their way down the coast — literally — before exploring Mexico. "We're shoestringing it," they laughed. As we pulled away in the dinghy, they raised their fists in the air, grinned and shouted, "We can't afford this!"



PASSIN' THROUGH

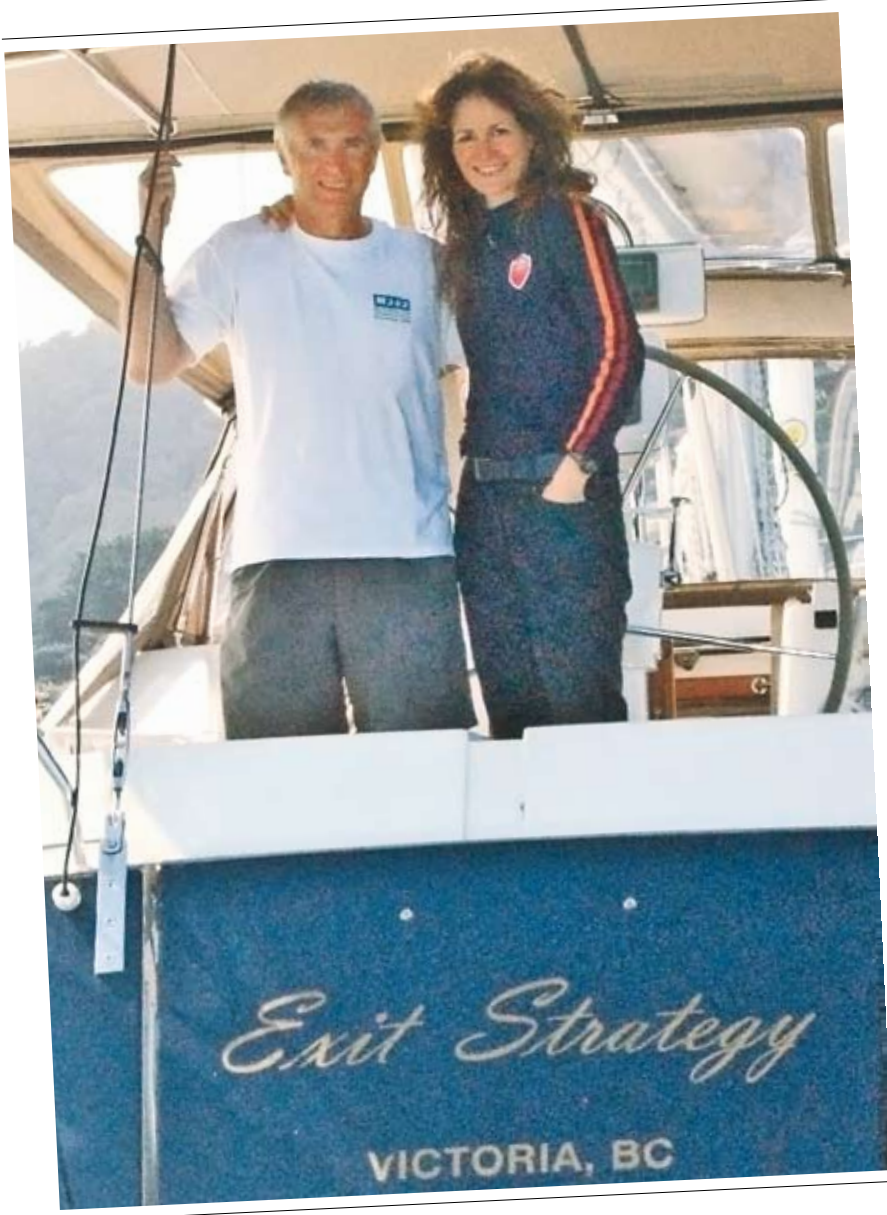
ALL PHOTOS LATITUDE / LADONNA EXCEPT AS NOTED

Exit Strategy, Wauquiez PS40, Victoria, B.C. — After a lifetime of waiting, Tom Christensen is finally cruising. "I knew I wanted to go cruising when I read about Robin Lee Graham in *National Geographic* when I was 12," he laughed. "Then life got in the way for the next 40 years!" Realizing when they met eight years ago that Tom's dream would not be denied, Kim MacLean embraced sailing and the cruising life with gusto, and now the Victoria-based couple is happily enjoying their open-ended cruise.

Though Tom had to postpone his ultimate plans, he did all the sailing he could, starting on lakes. He ended up with a Martin that he owned and raced for 20 years. He also raced in such long-distance contests as the Vic-Maui to hone his skills. But the time finally came to slow down, so he sold the Martin and bought *Exit Strategy* five years ago.

With two additional crew aboard, the couple took just six days to make Drakes Bay, and consider themselves lucky that they had such an idyllic trip down the coast. "We had 15-25 knots out of the northwest most of the time," said Tom. "Or zero," laughed Kim. They'd been on the Bay for a week when we met them and were planning to explore for another week or so before heading to the start line for the Baja Ha-Ha (entry #55).

After the Ha-Ha, Tom and Kim plan to cruise the Sea of Cortez for the season, then join the Puddle Jump to the South Pacific. "We'll decide where to go from there," said Tom. Robin Lee Graham would be proud.



Sockdolager, Pacific Seacraft Dana 24, Port Townsend, WA (karenandjims.excellentadventure.blogspot.com) — Good things come in small packages, says an old proverb, and Jim Heumann and Karen Sullivan couldn't agree more. That the pair live together on a 24-ft Dana may seem incomprehensible to some, but the simplicity of the boat and her systems suits Jim and Karen's cruising style just fine.

The couple met in '07 at a Pacific Seacraft Rendezvous in Port Townsend, WA. Jim, who'd only been sailing for a couple of years at that point, already owned *Sockdolager* — "I got lucky," he said of his first boat purchase — when he discovered that another attendee at the event not only was female, single and owned her own Dana 24, but she'd also singlehanded it from Alaska to attend!

"I was very popular," conceded a humble Karen. It seemed Jim had some competition — but, as it turned out, not really. "Those other guys would just come down to my boat, *Minstrel*, and be like, 'Hey, baby.' Ugh, not interested." Jim played it cool by talking boats and soliciting her advice, and in the end, wound up with the prize.

But Jim wasn't just playing a game by getting Karen's opinions on boats and cruising — having spent a lifetime on boats, she really knows her stuff. "I started sailing in the early '70s, got my captain's license in '80, and have skipped boats up and down the East Coast and in the Caribbean." She and her ex-husband spent years sailing schoo-

— 'TIS THE SEASON



Tahnoo, Spencer 1330, Vancouver, B.C. (sailblogs.com/member/tahnoo) — If it seems as if we've featured an inordinate number of B.C. sailors in this article, it's because there was an inordinate number of B.C. sailors that passed through the Bay this summer. According to Bill Burr and Brenda McNair, as many as 35 are members of the B.C.-based Bluewater Cruising Association, a highly organized group that gives seminars on cruising, organizes shakedown cruises, and generally supports offshore sailing.

Brenda said that a group sail offshore aboard *Tahnoo* a couple of years ago in preparation for their open-ended cruise gave her a good idea of what ocean sailing was like. "The passage down the coast was pretty much what I expected," she said, "just more intense."

With crewmembers Derek Jean and Jane West aboard for the trip to the Bay, *Tahnoo* made great time, arriving just 5.5 days after leaving Port Angeles. "We had 30-35 knots off the Oregon coast for a couple days," said Bill, "but then we had to motor for a couple of days. It was a real mixed bag." They count themselves lucky for having a relatively uneventful voyage — even though Bill broke two mirrors in the middle of it. "The thing is," said Bill, "after you get into port, you forget all the rough parts and are ready to go again."

Bill and Brenda planned to stay another week on the Bay after their crew flew home. They would then make their way south for the Ha-Ha (#140). After that, they say they're "leaning toward the Caribbean and the Med, but we'll take it one leg at a time."

ners together, and she ended up selling *Minstrel* to him a year ago when she and Jim decided to go cruising.

When asked if the reason they chose to cruise *Sockdolager* rather than *Minstrel* was that the former was in better condition, Jim hedged diplomatically. "Even if I felt that, I wouldn't say it!" Smart man.

Jim and Karen arrived on the Bay in early August after dodging gales all the way down the coast. "We hove to for two days near Cape Blanco," they reported. Not surprisingly, nothing was damaged on the tidy and well-outfitted little ship.

When we spoke with them, the couple had spent the previous five weeks exploring the Bay (see Karen's article 'Slow Waltz with the Bay' in this month's *Sightings*), and were getting ready to continue their track south. They're planning a "two- to ten-year" cruise, or for as long as it's fun. "I feel better than I have in years," noted Karen. "I'm more active, have no stress and I love what I'm doing. It sounds clichéd, but life really isn't a dress rehearsal!"



PASSIN' THROUGH

Borboleta, Bene-teau First 405, Richmond, B.C. — When boat partnerships work, they really work. Ken Garfinkel and Glen Priestley have owned three boats together over the last 20 years. They've owned their latest, *Borboleta*, for nine years, and have no intention of changing anything in the near future. Except for the schedule they work up every year. The next seven months will see *Borboleta* primarily in Ken's care as he and his family cruise Mexico before returning home to Richmond, B.C. via Hawaii.

Thankfully, Glen won't miss out on all the fun. To kick things off in style, Ken and Glen invited friends Brian Carson and Herm Rubzow to join them on the 6.5-day nonstop passage from Port Angeles to Drakes Bay. But this was



no 'boys' weekend' type of adventure, with canned chilli and Cup O' Noodles. "We were probably the best-fed crew of any boat coming down the coast this year," bragged Herm. "We were in a bit of weather and Glen was in the galley making osso buco!"

Borboleta actually made pretty good

time down the coast, racking up 170 miles in the first 24 hours. The weather turned sour off the Oregon coast — we're sensing a theme here — but Ken says they didn't see more than 44 knots. "We had four experienced sailors taking watches, so it wasn't stressful." The wind died two days out, so the crew had to motor the rest of the way.

While Brian and Herm were scheduled to fly home shortly after our visit, Ken and Glen were planning to spend a couple weeks in the Bay Area before heading to L.A. There, Glen will head for home and Ken's family — wife Heidi and kids Tristan and Laura — will arrive. From there, *Borboleta* will make her way to San Diego, where she's entry #103 in Baja Ha-Ha XVIII.

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FINAL PREPARATIONS

As you read this, it's a safe bet that every crew in the 165-boat Baja Ha-Ha XVIII fleet is busy making preparations for their imminent cruise to the Cape. The newcomers may not realize that few departing cruisers ever get to the bottom of their to do lists before the start of the event — October 24 this year. At some point they simply have to say "close enough" and head out. In fact, many Ha-Ha vets tell us that the event's concrete starting date is what finally got them off their dock after years of procrastinating.

If you're new to the event, let us explain that the Ha-Ha is a 750-mile cruisers' rally from San Diego to Cabo San Lucas, with stops along the way at Turtle Bay and Bahia Santa Maria.

You'll find frequent updates on this year's event on 'Lectronic Latitude' at www.latitude38.com. And look for a complete recap of the event in the December issue.

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IMPORTANT DATES

- Oct. 15 — Ha-Ha Welcome to San Diego Party, Downwind Marine, 12-4 pm. Ha-Ha entrants only.
- Oct. 22 — Pacific Puddle Jump seminar, West Marine, San Diego, 5 pm.
- Oct. 23, 9 am — Final deadline for all crew and skipper waivers, West Marine, San Diego.
- Oct. 23, 11 am — Skipper's meeting, West Marine, San Diego. Skippers only please.
- Oct. 23, 1 pm — Ha-Ha Halloween Costume Party and Barbecue, West Marine, San Diego.
- Oct. 24, 11 am — S.D. Harbor Parade & Start of Leg 1
- Oct. 29, 8 am — Start of Leg 2
- Nov. 2, 7 am — Start of Leg 3
- Nov. 4 — Cabo Beach Party
- Nov. 5 — Awards presentations hosted by the Cabo Marina.

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THE LATITUDE 38 INTERVIEW

Mike Johnson

We don't often profile our advertisers. But Mike Johnson is far from a typical ad client, and besides, there's very little competition for what he's 'selling'. Although he's not based on the West Coast, he takes out Classy Classified ads regularly in Latitude to recruit paying crew who help subsidize his ambitious voyages all over the planet aboard his 44-ft schooner Gitana.

A soft-spoken southern gentleman with tousled gray hair and a smile so broad that it makes his eyes squint, Mike is a fascinating storyteller whose faint southern drawl belies his Virginia roots. As you'll read here, he's already had some remarkable experiences under sail, and at age 67 he clearly has no intention of hanging up his sea boots anytime soon.

Latitude: You obviously have a longtime love of offshore sailing. Do you come from a family of sailors?

Mike: No, but I'm originally from Virginia. My father was a dedicated fisherman. He didn't do it commercially, he just loved fishing, so he got us out on the water in the Carolinas and elsewhere any chance he could. Even before I learned to sail, I liked the idea of sailing — the independence of it.

So how did you actually get started sailing?

I started sailing small boats in the Chesapeake, and when I was in college I worked aboard the last commercial sail fleet in America: the Chesapeake oyster dredgers, which, of course, don't operate under sail anymore, if at all.

And how did you make the leap to bluewater voyaging?

I'd been a paratrooper in the military, and not too long after I got out they passed a Cold War veterans act that allowed me to go back to school and get some free education. I got my masters degree, then I got a teaching assistantship, and ended

The sturdy Westsail 32 'Aissa' skirts a massive glacier while exploring the remote waters of Greenland.

up getting my doctorate from William and Mary College in Virginia.

I worked as a psychologist for a while in a clinic in Richmond, VA, but then this guy came along and offered me a chance to sail in the South Pacific. That was it. I never went back to a desk after that.

What sort of boat?

A 57-ft William Hand staysail schooner built in 1929. The skipper was actually a family friend who'd been a fighter pilot in the Navy. He brought it around to Florida, but had so much trouble with it, he decided to sail it back to the West Coast to sell — he thought he'd get a better price there.

And he asked me to help.

I said, "Well, only if we're going to go somewhere exotic like Tahiti." He said, "We could do that." So we ended up taking that boat for a year from Florida out to the Marquesas, Tahiti, Tonga, Samoa, the Line Islands, Hawaii and across to San Francisco. That was in 1979 or '80.

That's a hard act to follow. After that what did you do to build sailing experience?

Later I sailed in the Caribbean aboard the 144-ft three-master *Regina Maris*. I learned about celestial navigation from those guys — they didn't have GPS on board. I also did some deliveries, and sailed aboard the former San Francisco schooner *Lord Jim* around Cape Horn — west to east, from Tauranga, New Zealand, to Argentina.

So what led you to sail your Westsail 32 around Cape Horn?

I later worked in England as bosun on the British sail-training ships *Sir Winston Churchill* and *Sir Malcolm Miller*. They're about 110-ft three-masters built by Camper and Nicholson with square rigs and no labor-saving devices. I learned a lot from sailing with the Brits — mostly the way they run things. They were all Royal Navy or merchant navy officers. I think I was the only American that ever worked on those ships for any length of time. I just fluked into it.

Anyway, they used to have these conferences of Cape Horn veterans through an organization called AICH (Amicale Internationale des Cap Horniers). I was a member of the British section. I remember talking to this old guy who was 93 at the time — he was a real character. He'd made something like 20 roundings, but he clarified, "I don't count the times I went from west to east." Going that way, with the prevailing wind

"We were hit by a sperm whale once in the middle of the Pacific. That did a little bit of damage. But the worst thing that ever happened was we got rolled over 360°."

and current, was too easy I guess. So I decided if I ever went around again I'd be sure to go east to west so nobody could say, "Well, you didn't do it the *right* way!"

The old-timers considered rounding Cape Horn to be from 50° south to 50° south; one ocean to the other. You didn't duck in and out and check your weatherfax, then go when the weather was good, and finally sail around Tierra del Fuego.



COURTESY MIKE JOHNSON

They didn't consider that to be anything!

So the old-timers' challenge obviously struck a chord with you.

Yes. When I finally did attempt it, we left from Rio de Janeiro and sailed nonstop aboard my little Westsail 32 *Aissa*. We saw one piece of land and one ship before we got to Easter Island 84 days later.

We had no engine at the time. When we got down in the Drake Passage below the Horn, we figured that we had to do 60 miles a day to stand still, otherwise we were being pushed back to the east by the current. There are calms down there — although not often. But the problem is if you've got no engine you're not sitting still, you're getting pushed back the wrong way. Then a low will come through and you've just got to keep beating into it.

*(Ed. note: To insure a proper, old-style rounding, Mike disconnected *Aissa's* prop shaft and sealed it before leaving Rio.)*

That was a pretty dramatic way to start your first circumnavigation. Can you describe your route?

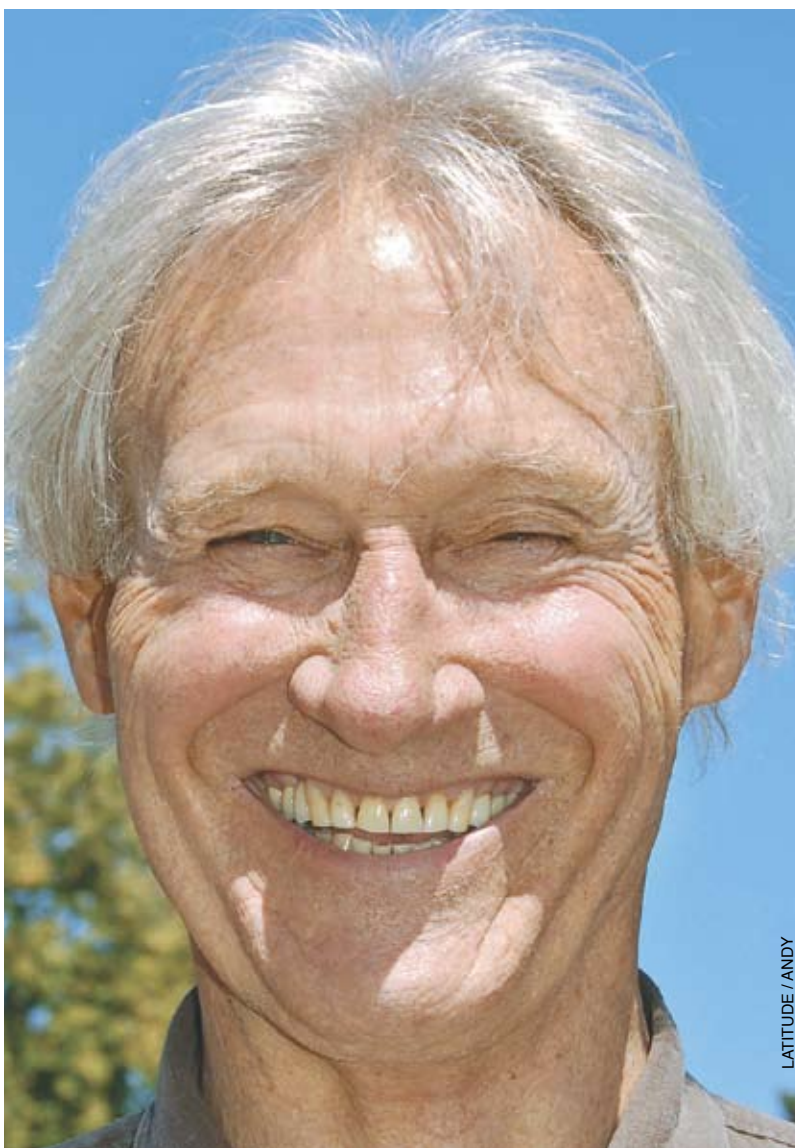
We left from Virginia, sailed down the Atlantic and around all five of the Southern Capes the 'wrong way' — Cape Horn, South West Cape at bottom of New Zealand, South East Cape at bottom of Tasmania, Cape Leeuwin at the southwest corner of Australia, and the Cape of Good Hope at the bottom of Africa. That whole trip took about seven years, although I was not continuously sailing.

Sailing west-about must have been incredibly tough, especially in the far south. How did the boat hold up?

We were hit by a sperm whale once in the middle of the Pacific. That did a little bit of damage. But the worst thing that ever happened was we got rolled over 360° when we were 200 miles south of New Zealand's Stewart Island. It was just me and a Californian, Becky Walker. We were lucky to survive that. The boat was half full of water. We lost everything off the decks — mast, boom, rigging and dinghy.

How did you get to a safe harbor?

We sailed under jury rig to Dunedin, in southern New Zealand, and made repairs at the Otago Yacht Club. It took about two years to rebuild the boat. Then we eventually went down and rounded South West Cape again and continued on to Tasmania.



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Wow! Most sailors would have given up after that. Let's go back a bit. Tell us when you got the idea of taking along paying crew.

Long before, when I was sailing in the South Pacific, I met a guy named Herb Smith in the Marquesas. He was sailing aboard the biggest of three or four schooners he'd built, all named *Appledore*. I think this one was a 67-ft gaff-rigger, and he had about 17 people that he was taking around the world in 18 months. His wife and kids were aboard, and the family was making a go at sailing with paying crew — that was their livelihood.

So I thought, I could do something similar, part-time. I could go to places I wanted to go, and get other people to go along and share the expenses.

I started off with people I knew, but I ran out of them in Australia, so I started running ads and recruiting people. I guess the most interesting thing about that first trip was I got a couple who wanted to buy a boat, but didn't have any experience. They'd both been in the Coast Guard, so I thought, "Well that's good, they know what

they're getting into." But I later found out they'd only worked desk jobs in the Guard.

They joined me in Western Australia, and paid me to go all the way to East Africa. They wanted to go to somewhere in Asia along the way, so I agreed to go to Sri Lanka, even though at that time the Tamal Tigers were causing a lot of trouble there. We sailed from Freemantle to Shark Bay, Australia, then from there to Christmas Island. Then on the way to Sri Lanka we escaped an attack. I hesitate to say they were pirates, but they were certainly up to no good. I lost them in the dark and we got safely into Galle, Sri Lanka. At that point my crew informed me, "We're out of here. This is *too exciting* for us."

So there you were in Sri Lanka with no crew.

Yeah, so I took the train into Colombo from Galle, although at that time the Tamals were blowing up the train every few days. It was kind of a dicey place back then, so there was only one other boat, a Canadian, in the bay at Galle at the time. I had to advertise for crew in backpacker hotels, because I couldn't take any Sri Lankans out of the country.

I ended up with a female British night club singer who'd been working at the Hilton Hotel in Colombo, and a young Australian. He was the son of a neurosurgeon and I think his father had told him to go surf around the world or something.

the latitude interview:

Anyway, I sailed with them to Madagascar, then to Dar es Salaam, Tanzania, on to Zanzibar and up to Kenya.

After that I kept advertising whenever I needed crew — including ads in *Latitude 38*.



LATITUDE / ANDY

Johnson points to his route around Cape Horn during his engineless, 84-day rounding aboard 'Aissa'. If you're looking for hardcore adventure in faraway places, you might want to answer his ads.

That was before the current epidemic of piracy started, of course. But did you have any other trouble in Africa?

From Kenya I went on down through Mozambique, around South Africa and up to Namibia. Probably the most exciting — or dumb thing — was that we went into the bottom of Angola when the war was going on there. I'd heard about this place called Bahia de los Tigres from a guy. But, of course, we didn't have permission to go there. There was a spit of land that stuck out, with a wide-open bay behind it and these desert sand dunes dropping down on the other side — very spectacular. When we arrived, the whole town had been abandoned, because of the war I guess.

So we anchored in the bay using a chart this guy had sketched out for us on a napkin — literally, that was all we had. I went ashore, and as I walked up the beach my military

**"Land mines!" he said.
"Let's get the hell out of here."**

training kicked in: I noticed there were land mines all around me on the beach with their tops blown off and I thought, "Hmm, this is not a good place to be." So I walked on to the airstrip, then went back to the boat. The kid that was with me was hot to see everything, so I told him there were land mines all over the beach, but if he wanted to go, just beach the dinghy where I did and step in my footprints. "Land mines!" he said. "Let's get the hell out of here."

Luckily for us, we did. But as we were sailing out of the bay, four PT-type craft approached us. They did a loop around and were having some kind of conversation — probably about what to do with us. So I shot for the entrance, and for some reason they let us go.

From there we went on to St. Helena Island and then on up into the Amazon.

That's not a place most cruisers go. What was it like?

We had a lot of good experiences, but when we were up the Amazon's basin's Xingu River, the same kid was rowing ashore one night when I was off the boat, and these guys — river pirates — surrounded him, stripped him down and took everything he had, including his glasses. But for some reason they didn't take the dinghy. I found him later with no clothes, nothing.

Another time in the Amazon we had a boat come up on us, but we had some weapons on board that I'd bought in South Africa. We pulled them out and eventually got out of there. There's no real law and order in the Amazon. Later, we went to the same place where Peter Blake had been killed. We had our anchor line cut there, but nothing more.

Did you complete your circumnavigation in the Westsail?

Yes. I eventually got *Aissa* to the U.S. — through the Caribbean and up to the Chesapeake. I sold her to a retired CIA officer, but he didn't know much about sailing. He kept calling me and asking questions. Finally, after about a year and a half he suggested, "Why don't you and I sail across the Atlantic and when we get there I'll pick your brain." I told him I didn't want to go up to Bermuda and across to the Azores. I'd done that too many times. But if he wanted to go to Greenland I'd consider that. I don't think he knew what he was getting into, but he agreed, and we did it, ending up in Norway.

So where did you find your current boat, Gitana?

I bought the schooner in Seattle, and it took me most of two years to outfit her. She was custom-built in '79 by Bud Taplin at the Worldcruiser Yacht Company in Costa Mesa from a Lapworth-designed hull. Because of the cost, though, he never built another one.

Can you describe her?

Gitana was made of fiberglass, but built to look like a traditional wooden schooner. She's beautifully finished inside with ash, mahogany and teak. Her original name was *Sultana*.

When I bought her in '99, she really wasn't ready to go into the open ocean. I had to build completely new hatches, refurbish the mast, put on all new standing rigging, new water and fuel tanks, and later, on the East Coast, I replaced the engine.

Where have you taken her since '99?

Well, I'd already spent a lot of time in the far south. I've been down around Cape Horn three times: once west to east; once with the *Westsail*, east to west; and once down to the Antarctic Peninsula — that was actually the easiest way, because we sailed way down below the Antarctic Circle with the wind on the beam in both directions.

So I figured this time I'd do something different. I sailed from Seattle down to Panama, to Colombia, and up the East Coast. I spent about a year in the Chesapeake, then went up to Halifax and across to Greenland again. We went into one village up there and a woman was looking at us funny. I asked her through a Dane who was there when the last time was that they'd

COURTESY MIKE JOHNSON



mike johnson

seen a sailboat up there. She said never!

From there we sailed over to Iceland and completely around it, then on to the Lofoten Islands of Norway (68°N). We then went to Spitzbergen. I think at that point we were about 460 miles south of the North Pole — in a fiberglass boat! You have to have an expedition permit from Norway to go there, and they're pretty picky about who they'll let in because you're totally on your own. Nobody's going to tow you out of there.

You also have to carry firearms for the polar bears. They haven't been hunted for 20 years, and they're completely unafraid of humans. In fact, a couple of people were recently eaten by bears up there. We had a few instances where we were walking along the beach and all of a sudden a polar bear came walking out of the water right in front of us. They don't want you shooting the bears unless you have to. They tell you to fire two warning shots and if the bear keeps coming, shoot to kill. But it's a spectacularly beautiful place — and there's no charter fleets there yet!

And after that?

Then I came back down the west coast of Norway, through Scotland, along the west coast of Ireland and down to Spain. I spent two years in the Med, crossed to Egypt, then on to Israel. I met a few Israeli sailors who told me Israel's boating infrastructure is very crowded. There are a few marinas, but they're always full. But this guy said down near the Gaza Strip there's a great marina with nobody in it, because Hamas had been shelling down there. So we sailed into Echelon, which I think is less than three miles from the Gaza Strip, stayed for three weeks, then went up to Haifa and on to Turkey. I left from there last year for Brazil, where the boat is now.

When you were in the Near East did threats of piracy in the Indian Ocean keep you from heading down into the Red Sea?

Yeah, I'd been considering sailing down the Red Sea, but I've been monitoring the pirate situation for four years and it's just getting worse and worse.

When I want to go to a place that I consider to be politically

The little cutter may not have been fast, but she took Johnson and his crew safely all over the world in all sorts of weather — including the Southern Ocean and the far north, seen here.

dangerous I try to fly in there ahead of time if I can and look around to get an idea of what I'm getting myself into. So when the boat was in Turkey about two years ago, I decided I would fly down to Yemen to see if I could get through that area. I've

She said, "Mike, you've had a lot of good ideas, but this one is really dumb."

been working with the same travel agent for years. She said, "Mike, you've had a lot of good ideas, but this one is really dumb."

I went down there for a week anyway. If it wasn't for the fact that there are a lot of people down there trying to kill Americans, it would be a fascinating place to go visit. I made arrangements to go along that whole coast to the far eastern end of Yemen with a translator, a driver named Mohommad, and a soldier with an AK47 named Rambo — really. We even got out into the valley where the bin Laden family had originally come from.

I thought if I had a steel boat and a crew that was heavily armed, I'd be interested. But taking people down there in a fiberglass boat, you wouldn't have a prayer. You may get through — people do. But it would be a matter of luck, not because you were prepared and you'd done everything right. You can try to mitigate the danger, but I think you're really skating on thin ice.

Spoken by one who knows. So where to from Brazil?

This year, we're going to try to go from Salvador to Cape Town, then to Fremantle, staying in the roaring 40s. Hopefully we'll be able to stop at Tristan de Cunha. Then there's two sub-Antarctic island groups in the southern Indian Ocean that I'd like to visit: Kerguelen and Crozet.

How many crew will you take along?

On these long legs, only myself and two others; three watches, three people. I have carried more, but on this trip I want to carry the bare minimum because of the distance, and the water and food needs. It's about 4,200 miles to Cape Town with only one possibility of a stop, and about the same distance to Fremantle.

It must be crucial to screen potential crew well for such long passages. What's your method?

What I normally do is interview by phone first. Somebody once advised me that when you talk to people who don't have a lot of experience sailing — and many who respond don't — you're going against 50 years of Madison Avenue. They've seen beautiful pictures of sailboats in tropical lagoons, with beautiful sunsets, palm trees, and fruity cocktails. That's what they're thinking, and I've got to convince them that's not the way it is.

I tell them exactly what a typical day is going to be like. I say, if you want to see the world, get on an airplane. Because if you're a boat crew, the boat has got to come first. Sometimes you've got things that need to be fixed, you've got seasons to consider, you've got weather windows. . . Maybe you'll have time to see something ashore, but that can't be the primary goal.

I've had people from every English-speaking coun-



the latitude interview:

try in the world, and I would say 92% were fine; 8% either had delusions about what they were getting into — not that I didn't tell them about it — or they didn't like it, even though they thought they were going to. I've never had anyone come back to me and say I didn't tell them it was going to be like this.

After our phone conversation, if they think they're going to like it, I send them an information packet with background on me and the boat. Then, if they still think they want to go, I meet with them face to face — I don't ever take anyone I haven't met face to face. Having gone through that process, I've been pretty successful. And I have to say some of the best crew I've had have been women. A lot of sailing has to do, not with brute strength, but with balance and finesse. And the kind of sailing I do, in the places I've been, has to do with mental toughness. Women can be as tough as anybody, obviously. The woman I had aboard going around Cape Horn (in the Westsail) was tough as nails.

The worst people I've had was a couple who had the wrong expectations. But the guy had a great quote. He said, "You know Mike, you can like sailing, but not like to sail very far."

How do you structure your fees?

I'm not trying to make money off this, I'm just trying to get help with the expenses for things like food, fuel, charts. . . I try to sail six months a year. I calculate what I think it's going to cost based on past experience and I charge a set price for the whole leg. That way, if we stop for five more days than anticipated, I don't want people to think I'm slowing down to gouge them for

more money. It's the same price no matter how long it takes.

I assume you have other sources of income?

I have some investments I made long ago, and I have some income property, so if I'm careful I can get by pretty well. But I like living outside, and I like living simply, so that makes it easier.



Johnson's current boat, the stays'l schooner 'Gitana', will take him and his crew from Brazil to Australia this year.

So, no, I'm not a trust-funder or anything — I wish I was! Someone asked me what would I do if someone suddenly gave me a million dollars. I had to think for a minute, and the first thing I came up with was, "Well, I guess I'd hire a varnisher."

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What do you do in the off-seasons when you're not sailing?

Well, I usually go around and straighten out everything that's gone wrong while I was away! Like, I have this little house in New Mexico. They had a really hard winter this year and all the pipes froze and broke. So I've spend most of the last three months fixing them. I tell people I work for six months trying to stop leaks on the boat, then I come back and do the same thing on land!

You're 67 now. How long do you think you can keep this up?

I hope for a long time. My long-range plans this time are to go around the north coast of the

Australia and then out into the Western Pacific — New Guinea and Micronesia — then up to the Aleutians in Alaska, and work my way down to Seattle.

I always say if you sail a boat around the world, you've gotten your money's worth from it, no matter how much you get for it when you sell it. I might put this boat up for sail in Seattle in about three years. If it sells, I'll probably buy a steel boat,

and if I'm in good health I'll probably go through the Northwest Passage.

This lifestyle certainly seems to suit you. You look fit and happy.

Yes, and it helps that my boat is a manageable size. One thing I've noticed during the years that I've been sailing is that

"You know Mike, you can like sailing, but not like to sail very far."

the boats are getting bigger. And the bigger they are, when they have problems, the problems are bigger too, in addition to the costs. When I sailed to Tahiti the first time, most of the boats we saw out there were like 35 feet, maybe 40. Now you see people on huge air-conditioned boats with dishwashers and clothes washers, and they're sitting in air-conditioned comfort watching their videos. I wonder why they're out there. They could stay here in California and do the same thing.

Yup. Sorta makes you wonder, doesn't it.

Thanks for the chat, Mike. Be safe out there, and be sure to drop by again the next time you're here in the Bay.

— **latitude/andy**



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BAJA HA-HA PROFILES, PT II

By the time this issue hits the streets, most of the sailors you'll meet in these pages will be working their way down the Southern California coast toward San Diego, for the start of Baja Ha-Ha 18 — which we've dubbed the 'barely legal' edition of our annual cruising rally to Cabo San Lucas.

As you'll read in these mini-bios, the timeline between merely dreaming about extended cruising and actually doing it can be lengthy, sometimes with decades of setbacks and false starts along the way. So we're vicariously thrilled that this year is finally *the year* when these sailors will finally find themselves booming south with a fresh breeze off the stern quarter, and both air and sea temperatures steadily rising as they tick off the 750-mile distance to the Cape.

Picking up where we left off last month, here's installment two of our Ha-Ha Class of 2011 bios (listed in the order they signed up). Look for a final installment next month, and a recap of the event in the December issue of *Latitude*.

Exit Strategy — Wauquiez PS40 Tom Christensen, Victoria, BC

Occupation: dermatologist (retired)

Quote: "We're more about fun than going fast."

Crew: Kim MacLean & Grant Bierlmeier

Cruise Plans: Coastal Mexico, then the South Pacific

Singularity — Mariah 31 Jim Dykens, San Diego

Occupation: scientist

Noteworthy: Due to her custom modifications, this Pacific Seacraft Mariah is unique, hence the name.

Crew: Gary Wolod

Cruise Plans: Uphill to San Diego

Hasta Luego — Hunter 376 Bob Seddig, San Diego

Occupation: engineer

Quote: "It's about time." (Bob went south with friends in '80 and has always wanted to return on his own boat.)

Crew: Roy Hubecky

Cruise Plans: Return home

Island Time — Pacific Seacraft 37 Jimmy Peter, Malibu

Occupation: special ed teacher

Quote: "I'm developing summer as a lifestyle...It's time to Ha-Ha."

Crew: TBA

Cruise Plans: Commuter cruise in Mexico, then?

Grace — Ingrid 38 Michael Rogers & Heather Doherty Riverton, OR

Occupations: Michael, marine engineer; Heather, "boatwife"

Noteworthy: They sailed through the Baja Ha-Ha fleet in '05 while en route to Panama on a delivery. Since then they've wanted to do the event with their own boat.

Crew: Liam Rogers, John Doherty

Cruise Plans: Open-ended

Daviana — Cal 2-30 David & Diana Burkholder Whiskeytown

Occupations: David, surgical tech; Diana, RN

Quote: "To hell with it, let's go sailing."

Cruise Plans: "A few months to play"

Deborah Lynn — CT-41 Steve & Debi Fisher, Reno, NV

Occupations: Steve, trucking; Debi, "stripper"

Noteworthy: When they bought this boat on eBay, she'd been sitting in a garage in the Midwest for 12 years.

Crew: Tim Gossen, Robin Fisher

Cruise Plans: Sail home



The 'Pura Vida' crew are creative types.

Island Wind — Hylas 44 Ken & Heather de Vries Vallejo

Occupations: Ken, CEO; Heather, CFO (both retired)

Noteworthy: Heather spent the first 27 years of her life living on sailboats and ships, and Ken started sailing at 10.

Cruise Plans: Winter in Mexico, then who knows?

Spica — Catalina 36 Tim & Anne Mueller San Diego

Occupations: Tim, Cal Fire (ret); Anne,

educator at wild animal park

Noteworthy: They bought this boat last February and have completely refit her since then.

Crew: David Showalter

Cruise Plans: Cruise Mexico; return home in the spring

Last Resort — Catalina 470 Dick Drechsler, Marina del Rey

Occupation: resort development

Quote: "This is my second Ha-Ha and I'm returning because I loved the first one!"

Crew: Barrett Scala

Cruise Plans: On to South America, the Caribbean and across the Atlantic

Tinuviel — True North 34 Baz Foster & Kathy Crabtree Benicia

Occupations: Baz, fly fishing guide; Kathy, dental technician

Noteworthy: Baz bought this uncommon boat two years ago, and refit her himself.

Cruise Plans: Baja bash

Pura Vida — Gulfstar 44 MkII The Scarfe-Kaiser family Marina del Rey

Occupations: Jon, actor; Suki, writer

Quote: "Donde esta la playa?"

Crew: son Kai, 9 and daughter Hunter, 6

Cruise Plans: Bash home, or to Peru

Damiana — Manta 40 cat Roy & Marlene Verdery Sausalito

Occupations: Roy, physician; Marlene, health administrator

Noteworthy: These Ha-Ha vets bought this cat in Florida in '07 with the intention of being back in Mexico in a few months. But they got a little hung up (four years) in Belize, Honduras, Pana-

The 'Damiana' upgraded to a 40-ft cat.



— SAILING TO SUNNIER LATITUDES



Oops. Apparently the 'Tara' crew thought that nylon rectangle we sent them was a bath towel rather than a burgee to fly from their rigging.

ma, Colombia and Costa Rica.

Crew: Tammy Woodmansee, Susan Tolle, Mark Bryan

Cruise Plans: Several years cruising Mexico

Go for Broke — Hawaii Steel 55 Stephen Arnold, Honolulu, HI

Occupation: honeybee specialist

Noteworthy: This boat was singlehandedly circumnavigated by her builder, a Japanese American who volunteered to fight in WWII campaigns in Europe, and later in Korea and Vietnam.

Crew: Lynn Stokes (captain)

Cruise Plans: Several months of cruising and boatwork in Mexico

Journey — CT-54

Dick & Tami Schubert, Alameda

Occupations: Dick, consultant; Tami, administrator

Noteworthy: They say their dream of cruising started 35 years ago. Now, after years of living aboard and working on *Journey*, they're finally ready.

Crew: Patrick McKenna, Sandy & Charlie Percival

Cruise Plans: Continue cruising

Hawaiian Sol — Beneteau 58 Les & Debs Cross Wailea, HI

Occupations: Les, CEO; Debs, audiologist

Noteworthy: This is San Diego's first (and perhaps only) Beneteau Oceanis 58; recognizable at sea by her turtle spinnaker.

Crew: Bunny & Lake (captain) Rickolt;

Cruise Plans: A few weeks of cruising, then home again

Good News — Islander Freeport 41 Thomas & Hannah MacDonald Portland, OR

Occupations: both are long-haul truck drivers

Quote: "God, give me a dream that allows me to fly, and the faith to pursue it no matter how high."

Cruise Plans: Base at La Paz

Jennifer — Beneteau Oceanis 500 Lars Hässler, Stockholm, SWE

Occupation: former lawyer, adventurer

Noteworthy: A circumnavigator and author, Lars has sailed the world aboard this boat for more than 20 years, financ-

ing his travels with the help of paying crew.

Crew: Mike Boväng, Marijke Schoenmaker, Nina Kronberg, Chris Bolling, Acko Schager

Cruise Plans: On to Hawaii and Micronesia

Cleo II — Hans Christian 34 Robert Tinus, San Francisco

Occupation: treasurer

Quote: "I'm impatient and excited to enter my own boat, having enjoyed my participation last year as crew member aboard *Firefly*."

Crew: Craig Eneboe, Paul Friedman, Jen Nurse

Cruise Plans: Uncertain

August Moon — Bavaria 42 Russ Alfreds & Doreen Thibault Vancouver, BC

Occupations: both are sales reps

Quote: "Party on, dude. It is what it is."

Cruise Plans: None



The 'August Moon' crew are rarin' to go.

Minnie Maru — Hunter 34 Bill Hinkle, Oxnard

Occupation: attorney

Noteworthy: Three generations of Hinkles will be aboard *Minnie Maru*.

Crew: Paul & Ryan (16) Hinkle, Mikey Flynn

Cruise Plans: Possibly to La Paz or bash back home

Knuckle Dragger — Hunter 38 Bob Craig, Portland, OR

Occupation: brewpub owner (ret)

Noteworthy: *Knuckle Dragger* is named after Bob's favorite brew, a strong pale ale he produces.

Crew: Mike Hustman

Cruise Plans: Sea of Cortez

BAJA HA-HA PROFILES, PT II

Arctic Tern III — Nordic 40

John Garteiz, Whittier, AK

Occupation: Teacher (ret)

Quote: "I'd like to find out the true meaning of 'ba-ha-ha' (as some say)."

Crew: Dave Bennett

Cruise Plans: Mexico for the season, then on to the Marquesas en route to a circumnavigation

Realtime — Norseman 447

Bob & Karyn Packard, Long Beach

Occupations: Bob, engineer (ret);

The 'Realtime' crew will head to the SoPac.



Karyn, minister (ret)

Quote: "The Ha-Ha is the perfect way to start our adventure."

Cruise Plans: Pacific Puddle Jump in '12 or '13, then to their new home in Hawaii.

Azure-Té — Ron Holland 43

Jack Gill, Sausalito

Occupation: auto shop owner (ret)

Quote: "To be at sea or not to be at sea is no longer a question."

Crew: Kevin Rooney

Cruise Plans: "I'll consult the tea leaves at the end of the rally."

Buena Vida — Catalina 42

Jeff & Julie Leonard, Ventura

Occupations: Jeff, MD (ret); Julie, RN (ret)

Quote: "Buena Vida is responsible for our irresponsible behavior such as quitting our jobs, renting our home and leaving our family! The Ha-Ha will be the official launch of our Mexico cruising careers."

Cruise Plans: Mexico

Sojourn — Pearson Alberg 35

Bruce & Bridget Eastman, Brisbane

Occupations: Bruce, counselor (ret); Bridget, nurse practitioner (ret)

Quote: "Assuming we make it to Cabo, it will either be 'Why didn't we do this sooner?!' or 'What the hell were we thinking?!'"

Cruise Plans: Commuter cruise Mexico for a couple of seasons, then bash home

OutRAYgeous — Hunter Legend 45

Ray McEneaney, Vallejo

Occupation: elevator mechanic (ret)

Quote: "It's now or never."

Crew: Ralph Hyde & Noble Brown

Cruise Plans: Who knows?

Murar's Dream — Beneteau 46

Andy Rosen, Marina del Rey

Occupation: attorney

Quote: "Let's have fun!"

Crew: Debra Adams & Rich Hammer

Cruise Plans: Cruise Mexico for awhile, then head home

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Meet the crew of 'Murars Dream'.

**Tranquilo — Catalina 400
Lloyd & Colleen Clauss, San Pedro**

Occupations: Lloyd, project manager (ret); Colleen, property manager

Noteworthy: At 72, 39, 67, 67 & 70, the *Tranquilo* crew may average out to be the oldest.

Crew: Bob Snyders, Ron Wood & David Cort

Cruise Plans: Puerto Vallarta, the Gold Coast, then Baja in the spring

**Sundance — Beneteau M38
David Rempel & Rick Donker
San Francisco**

Occupations: David, MD; Rick, health-care exec (ret)

Noteworthy: *Sundance* is plugged in with a nav/comm system using a laptop to create WiFi, then two iPhones and two iPads.

Cruise Plans: Cruise around La Paz, then bash home

**Tara — Caliber 28
Jon Neeley & Shannon Walker
Berkeley**

Occupations: Jon, videographer; Shannon, scuba instructor

Quote: "After more than a year of re-fitting *Tara*, we're ready to get her back in the water and head south for bigger adventures."

Cruise Plans: Baja bash

**Nirvana — Irwin 45
Bob & Sherry Davis, Shell Beach**

Occupations: Bob, aerospace mgmt (ret); Sherry, retail (ret)

Quote: "We've done two Ha-Ha's — third time's a charm!"

Crew: Phil Kumpis, Kenny & Betsy Linn

Cruise Plans: Circumnavigation

**Sailpotion — C/S/K 40
Jay & Susan Pence, Vallejo**

Occupations: Jay, instructor (ret); Susan, postal worker (ret)

Quote: "Ain't getting any younger!"

Crew: Tony Spinette, Glenn Mckeig

Cruise Plans: Possibly Hawaii

**Orion — Hunter 466
Bill Lamm & Yvonne Sininger
Marina del Rey**

Occupations: Bill, manager; Yvonne, professor

Quote: "We're dipping our toes in the retirement pool to see if we like it."

Crew: John Marshall, Sean Higgins

Cruise Plans: Leave the boat in La Paz or Mazatlan, then bash home

**Caledonia II — Jeanneau 452
Ed Fudge & Peter Ruben
Calgary, AB**



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BAJA HA-HA PROFILES, PT II

Occupations: Ed, mariner (ret); Peter, business

Noteworthy: This boat was abandoned in mid-Atlantic and recovered, then became a treasure-hunting vessel on Panama's Caribbean coast.

Crew: Brian Balfe & Sandy Paterson
Cruise Plans: Maybe South Pacific

Tan Tori — Island Packet 445

Roger & Tori Robinett, Seattle, WA

Occupations: Roger, anesthesiologist; Tori, business owner (ret)

Quote: "We've only just begun."

Cruise Plans: Circumnavigation

About Time II — Hunter 410

DeWayne Enyeart, Friday Harbor, WA

Occupation: anesthesiologist (ret)

Noteworthy: DeWayne bought *About Time II* 12 hours before entering the Ha-Ha.

Crew: Pending

Cruise Plans: Who knows?

Alegria — Caliber 40

Brian Black, Alameda

Occupation: Architect (ret)

Noteworthy: Brian did the '09 rally.

Crew: Mizzy Lewis, Ray & Bonnie Jensen

Cruise Plans: Sail home eventually

Gatecrasher — Tayana 48DS

Roger Shortz, San Diego

Occupation: neurosurgeon

Quote: "I've wanted to do this for years and finally decided it can wait no longer."

Crew: Anne Wange

Cruise Plans: Sea of Cortez, then Costa Rica and who knows from there!

NautiMoments — Hunter 41DS

Ken & Carole Downes

Vancouver, BC

Occupations: Ken mechanical/structural designer (ret); Carole, federal government employee (ret)

Quote: "Fun and friendship with safety."

Crew: Lydia Rodenburg

Cruise Plans: The Med

Heart 2 Heart — Irwin 41

Jeff Overley, San Pedro

Occupation: plumbing contractor

(ret)

Quote: "I had one of the best times of my life meeting all the like-minded sailors and partying till the sun came up!"

Crew: Mike Overley

Cruise Plans: Central America

Destiny — Catalina 42

John & Gilly Foy, Alameda

Occupations: John, marine container leasing executive; Gilly, marine container leasing manager

The 'Destiny' crew loves cruising Mexico.



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Quote: "After a fun summer in Southern California we're anxious to return to Mexico where we've been living since the 2007 Ha-Ha."

Crew: Rob Ritchie
Cruise Plans: Banderas Bay

**Kat Den Rie — Catalina 42
Jay Watt, Alameda**

Occupation: construction management (ret)

Quote: "There has been much confusion about our boat name *Kat Den Rie*. Perhaps a couple of fresca margaritas in Turtle Bay may reveal the true meaning..."

Crew: Barry White, Michel Munda-lias
Cruise Plans: Mexico

**Cat 2 Fold — Custom 36
Brian Charette, Jackson Hole, WY**

Occupation: custom strawbale home-builder.

Noteworthy: *Cat 2 Fold* features a free-standing bi-plane rig.
Crew: Trent Sellens
Cruise Plans: Sea of Cortez

**Diamond Girl — Beneteau 393
Larry & Nelda Read
Bellingham, WA**

Occupations: Larry, jeweler (ret); Nelda, jewelery consultant (ret)
Noteworthy: *Diamond Girl* is also Nelda's nickname.
Cruise Plans: South Pacific

**WYSPA — Baltic 55 DP
Roger Waterman, Del Mar**

Occupations: learner
Quote: "Love to Learn."
Crew: TBD
Cruise Plans: Undetermined

**Double Diamond — Lagoon 440
Jeff & Melody Christensen
Anacortes, WA**

Occupations: Jeff, business owner (ret); Melody, business owner (ret)
Quote: "Racing has taught us that going places in organized groups is fun and instructive."
Crew: Aaron Berndt and Kaycee Berndt
Cruise Plans: South Pacific

**Borboleta — Beneteau First 405 The
Priestley family
Vancouver, BC**

Occupations: Glen (dad), distributed learning coordinator; Heidi (mom),



Meet the 'Borboleta' clan.

teacher

Quote: "The Baja Ha Ha looks like a great way for us to meet other cruisers and for our kids to meet other kids on boats that we will hopefully have the opportunity to cruise with in other areas of Mexico."

Crew: kids, Tristan, 14, & Laura, 12.

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Cruise Plans: Mexico, then?

Cool Breez'n — Pacific Seacraft 37
Craig Lukin & Cynthia Gholson
Woodinville, WA

Occupations: Craig, Oracle database administrator; Cynthia, data architect

Noteworthy: Cool Breez'n has cruised the Inside Passage from Seattle to the Broughton Archipeigo.

Crew: son Alex Lukin, 17

Cruise Plans: Keep sailing or ship the boat home

Dolfino — Catalina 42

Rick Lino, Marina del Rey

Occupation: engineer (ret)

Noteworthy: This will be Rick's fourth Ha-Ha — actually 3.5, because last time he ended his trip at Turtle Bay.

Crew: Norm Perron, Skipp Korsgard, Bob LaRock

Cruise Plans: A couple weeks in La Paz and then a bash

Que Sera Sera — Kettenburg 32

Dick Hodge, Forest Grove, OR

Occupation: contractor (ret)



Words to live by: 'Que Sera Sera'.

Quote: "Aarrgh.....we be reapers and pillagers!"

Crew: Nikk White, Jan Husdson

Cruise Plans: Sailing home to P.V.

I Yam What I Yam —

Hans Christian 48T

Sandi Fratino, Vancouver, BC

Occupation: agent (ret)

Quote: "If it's going to happen, it's going to happen out there."

Crew: Ryan Shelbourn, Larry Tavernance, Kris Jones, Paul Megannety, Bob Milton

Cruise Plans: Points south

Chalet Mer — Irwin 46 MkII
Geno Gehlbach, San Francisco

Occupation: systems engineer (ret)

Noteworthy: Geno has been reading *Latitude 38* since he arrived in California in '97.

Crew: Barb Myers, Bill Verdery, Bill & Randi Johnson

Cruise Plans: Mexico for life

Epiphany — Columbia 8.7

Michael Bell, Brisbane

Occupation: artist/signmaker

Quote: "I'm completely open to not coming back. I may continue to Costa Rica if I'm enjoying myself."

Crew: Brian Connors

Windarra — Stevens 47

Rich Jablonski & Elaine Cashar
Seattle, WA

Occupations: Rich, aerospace engineer (ret); Elaine, systems and software engineer (ret)

Noteworthy: This is Rich and Elaine's

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10-year anniversary of doing the Baja Ha-Ha in 2001

Crew: Dan Sego

Cruise Plans: Mexico and South America

Deep Playa — Pearson 424
Patrick Walters & Dawn Rodney
Seattle, WA

Occupations: Patrick, software; Dawn, software

Quote: "As former Burning Man participants we love events that have a strong sense of community and offer the possibility of new life-long friendships."

Crew: none

Cruise Plans: Open-ended

Frannie B — Outbound 44

Ned & Carol Backus, Seattle, WA

Occupations: Ned, construction (ret) Carol, sailmaker (ret)

Quote: "The Ha-Ha is a nice social way to begin cruising again."

Crew: Jean Jones

Cruise Plans: "South America? Not going home."



The 'Chalet Mer' crew may never come home.

Cecilia Rose — Seawind 1000 cat
Frank Bien, Santa Cruz

Occupation: "in between gigs"

Quote: "Uhhh... which way to Cabo?"

Crew: Mike Julien, Dale Tracy, John Griffith

Cruise Plans: La Paz

Sea Reach — Spencer 42
John & Geraldine Guilfoyle
Squamish, BC

Occupations: John, MD; Geraldine,

administrator

Quote: "A challenging, exciting adventure with an opportunity to make new friends."

Crew: none

Cruise Plans: To Hawaii, then Vancouver.

August Pearl — Cheoy Lee 40
Steve Elming, Channel Islands

Occupation: self-employed

Quote: "Keep sailing west with the wind at your back."

Crew: Rochelle Sargentini, Saylen Elming

Cruise Plans: South Pacific

That's quite a fleet, but there are roughly 60 more that you've yet to meet. Look for their mini-profiles in next month's edition, and check for event updates online at www.latitude38.com, within our 'Lectronic Latitude postings. And this year we hope to post a few event videos on our new YouTube channel: youtube.com/latitude38magazine.

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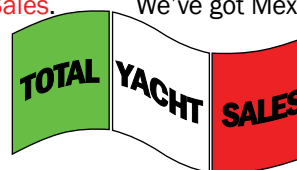
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MAX EBB

"No racing for me!" my friend insisted. "I just don't feel competitive these days."

I'd heard it before, and I still didn't buy it. After observing many cruisers turning into racers, and following an almost equal number of racers who go cruising, I know the truth: "I'm not competitive" really means "I can't bear the thought of losing!"

Plus I had good reason to think there was race potential lurking beneath that cruiser-only façade. His previous boat had been similar to mine, and he did well in our one-design fleet for many years. Then he bought this big cruising machine, and we haven't seen him on a starting line since.

I would have time to work on this case, as we were rafted together on an overnight yacht club cruise. We'd just finished adjusting lines and fenders to our mutual satisfaction when I brought up the subject of getting back into racing. But before I'd made any progress, we spotted a small ultralight tacking into the cove under main only. They were flying the club burgee and, as the outside boat in the raft, it was my turn to set fenders and catch mooring lines. I put my remaining fenders over the rail, signifying that the next boat was welcome.

They tacked to windward of us, setting up for a bare-poles downwind landing, but when their main halyard was running out I spotted none other than Lee Helm standing just aft of the mast hauling down the sail.

"Lee!" I hailed.

Her first reflex was to duck behind the head of the mainsail for cover, but she realized it was too late.

"You're supposed to be working on your thesis this weekend," I scolded. "The only reason I'm on this club cruise is that I couldn't find enough crew for the race today."

"I brought my computer, Max," she said. "I'll get to work right after the clambake. We starving grad students can't, like, turn down free lobster and oysters."

"I'll have to take this up with the foredeck union representative," I joked as I took the stern line.

The new boat in the raft was quite a bit smaller than mine, and my boat was smaller than the big cruiser on the other side. And, since the big cruiser

had already put out a nice spread of shrimp and crackers to warm us up for the clambake — and since his boat had a large dodger to block the wind blowing through the anchorage — we all moved to his cockpit for the appetizers.

"The secret of cruising in a small boat," observed the owner of Lee's ride as she dipped a large prawn in cocktail sauce, "is to always tie up next to a large boat. Mind if I use your head?"

After she found her way below, I brought up the R-word again to the our host.

"It wouldn't be hard at all to turn this boat into a racing machine," I said. "A spinnaker pole, a couple more winches, a backstay adjuster . . ."

"And the hull form is fast," observed Lee, catching onto the program. "Not like Max's boat, with a shape influenced by the Dark Years

of IOR. Your boat has a wide and buoyant stern for a fast hull speed and a clean run. It's not an ultralight but it's not too heavy to catch waves either. I think it would be an awesome ocean racer."

"Years ago, I did enjoy the long ocean races on my old boat," the owner reminisced. "Especially back in the day when there was no GPS, no roll call, no weatherfax and no GRIM files or whatever-the-heck they're called. We never knew how well we were doing in those races till we cleared the last breakwater at the harbor entrance and saw the guest dock at the finish: an empty bulkhead meant we'd probably won. More typically we saw a guest dock crowded with race boats, some of them smaller than ours, and that meant we were in the tank. But the thing is, we never knew till it was over and we liked to imagine, during those dark and wild, squally nights, that we were surging ahead of the competition with every wave."

"No secrets these days," I said sadly.

"All the boats have continuous position-reporting transducers, and most of the boats even have broadband so they can track their positions in the fleet in real time. And your computer knows more about the weather and your boat's polars than you do, so it calls the strategy. The navigator is just along for the ride."

"Not exactly," Lee protested. "It's a different skill set for sure, but, like, the navigator still has a lot of data to process and a lot of decisions to make. Even with the

best routing software, the granularity isn't fine enough to call every tack and jibe. And there are updated weather maps every few hours, so ocean race navigating has become a 24/7 job. When I navigate I get less sleep than anyone else on the boat, even if I don't have to stand a watch."

"See what I mean?" said the cruiser. "That just doesn't sound like fun. I miss the old days when I took a sun sight at noon and a round of star sights at dusk, got the high seas weather report on the short wave radio, tapped the barometer, and that was it."

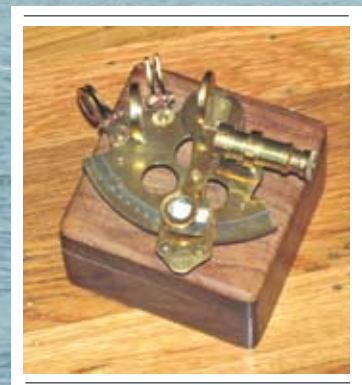
"Lotta guesswork," said Lee.

"It was the highest expression of the navigator's art!" insisted the cruiser.

Meanwhile Lee's skipper had come back on deck, and it was Lee's turn to use the facilities.

"Hey, this would be a heckuva comfy ride," Lee called back to us after a quick look around the main cabin. "You've got pilot berths and quarter berths, so you

"A division that only allows celestial navigation?"



GETS STARSTRUCK

could probably race without even having to, like, hot-bunk."

My cruiser friend shrugged and continued his rant. "The kids that call themselves navigators today can't even run a good DR, and their computers make all the routing decisions for them."

"Still, your boat would be a good fit for the cruising division in the race to the islands next summer," said Lee's skipper. "Let's check the entry requirements."

She produced a phone and brought up a web page with the Notice of Race.

"Full cockpit dodger."

"Check," I said.

"Roller furling jibs or hank-on jibs only, no more than two, not counting required heavy weather and storm sails." "Check," I said, pointing to the roller furled headsail.

"Asymmetrical spinnakers only, tacked on centerline or to a fixed bow-

sprit. No more than two."

"See, no pole rigging needed," I added.

"Dinghy carried on board."

"Check," I said again, gesturing to the inflatable dinghy tied to the stern and the outboard clamped to the stern rail.

"I already have one cruising spinnaker," noted the owner.

"Which means you only need one more cruising spinnaker," I calculated, "and then you'll have the maximum allowable race inventory for this division."

"Still, between the GPS, the continuous fleet position tracking, the digital weather files, and the routing software, I think they've ruined the game for an old-school navigator like me," he said.

"**C**elestial Division!" shouted Lee from below. "It's made for troglodytes!"

Spread: What could be better than a vacation in Hawaii? A long ocean race to Hawaii! Even cruising boats — and Luddites — can do it. Inset: A mini sextant trophy could be yours.



"You mean there's a division that only allows celestial navigation?" asked the cruiser, finally starting to show some enthusiasm.

"Seems like the RC would have some serious liability if a racer piled up on the reef at the finish," I suggested.

"No, they allow GPS within a reasonable distance of the finish," said Lee's skipper, who had already found the webpage with the details for the celestial trophy category.

"Takes all the fun out of it," griped the cruiser, "but I guess they had to do that to cover their behinds."

"There's more," said Lee, who'd come back on deck and was looking at the tiny screen. "No weatherfax, no graphical weather data, no digital files, and no routing software. You'll love it! They've totally turned the clock back to 1960."

"Do we get to plot the coordinates of the 1020 isobar as transmitted over the SSB in Morse code? They used to send data tracking the Gulf Stream in Morse also, but we had to tape record it for playback at slow speed."

"Maybe," Lee shrugged, "if the RC sends out the data that way. But for this race I think you're back to voice-only forecasts, as in, like, public broadcasts describing the approximate positions and strengths of highs and lows and storm centers."

"Even that could expose the fleet to unnecessary hazard," I surmised.

"There's a provision for special warnings from the RC if there's a nasty weather situation developing," said the ultralight skipper. "Also, everyone is required to switch on their GPS if there's a boat that needs help somewhere nearby. They've allowed for some sensible exceptions so I don't think safety is compromised at all."

"But do they still require roll call over the single sideband?" I asked. "If so, your fleet standing won't be a secret from the crew."

"I can do roll call with headphones on," the skipper countered.

"Or just check in via satphone. You don't even have to have an SSB this time around."

"This does sound like my kind of ocean race. What's the web address for that page?"

"I'll text it to you. What's your cell number?"

"What if I just write it down?" said the cruiser.

While my friend was copying the link to the Notice of Race, the ship's clock

SPREAD: LATTITUDE / LADONNA; INSET: MAX EBB

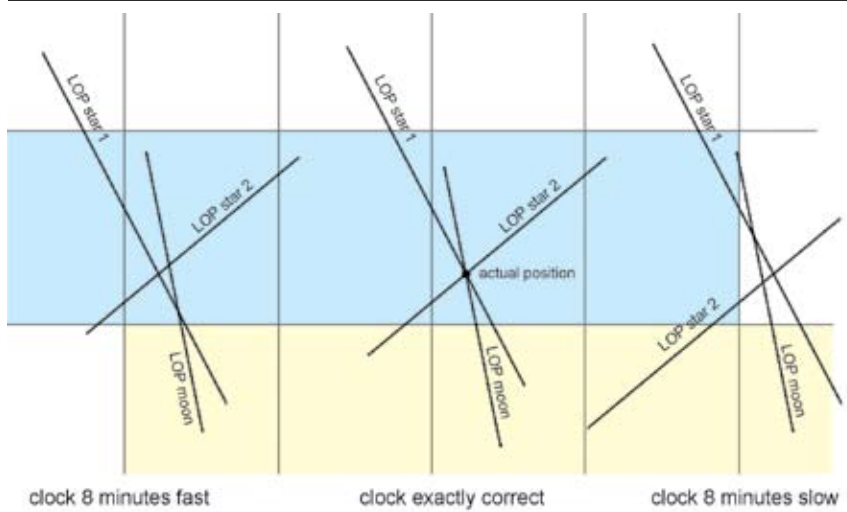
MAX EBB

in the main cabin struck six bells. I reflexively checked my cheap digital watch, which I know loses only two seconds a week because I reset it every weekend for race starts. The striking clock in the cabin was running about three minutes fast.

"You know what would be really cool?" said Lee. "Don't even use a chronometer. You could find longitude by the lunar distance method, just like Joshua Slocum. The math isn't really that hard."

"Now wait a minute," said the cruiser. "We're turning the clock back to 1960, not 1760. Besides, I think they stopped publishing the tables to do lunar distance about 100 years ago."

"You don't need no steenkin' tables," Lee insisted. "Just use the method of lunar position. Nothing different from, like, plotting regular old star and moon



It's not very precise, but Lee's 'Lunar Position' method can determine longitude without a chronometer.

LOPs."

"You mean I can find longitude without a chronometer and without higher math?"

"No, you can't find longitude without

a chronometer," I asserted.

"Yes, you can," Lee taunted, "if you take a moon sight and two non-moon sights, such as star sights — as long as the moon is bearing very approximately east or west. It doesn't work if the moon is near meridian transit."

"Lee," I tried to explain patiently. "It doesn't matter how many lines of position you have on the chart. If your chrono-

meter is running fast, all the LOPs will be too far to the east. If your clock is running slow, they're all too far to the west. I've tried this. All the lines will still cross in the same cocked hat. The error is a quarter of a degree of longitude, or fifteen minutes of arc, for every minute of time error."

"Ah, but the moon is different!" she insisted. "All the stars and planets, for

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all practical purposes, move together around the earth. But the moon is the only independent variable up there, rotating around the earth only 28 times every time the sun, stars and planets go around about 29 times. So the moon is always moving across the background of the stars. Not real fast, but fast enough to use it as a not-very-accurate but sometimes better-than-nothing celestial clock."

"Right, that's how lunar distance works," said the owner. "But you have to use the sextant to measure the angle between the moon and a star. The formulas to correct for refraction and then solving the spherical trig are pretty rough."

"Only if you do it the old way," said Lee. "Think of those three LOPs, two stars and one moon. If you have the correct time, and all the sights are perfect, all three cross in the same spot. If your time is off, the moon LOP won't agree with the other two. So in practice, just use your cabin clock for time, plot the three LOPs, and correct the time till all three LOPs come out at the same point."

"Brilliant!" admitted the cruiser.

"I still don't believe it," I said.

"Good trick, but not very accurate," said the ultralight skipper.

"Just how inaccurate is it?" asked the cruiser.

"That's easy," said Lee as she reached over to borrow her skipper's phone and switched it to calculator mode. "The moon goes around once every 27.3 days relative to the stars, so every degree of error is one 360th of 27.3 days, or about . . . 109 minutes of time. That's, like, 27 angular minutes of longitude error for every minute of accumulated error in the lines of position. If your moon sights are good to about five miles, and your star sights are dead-on, your longitude is only good to 135 miles."

"Better watch for jet contrails," I advised.

"Or get really good with those moon sights," said Lee. "And moon sights are inherently more difficult because you have to bring two bright objects together. The eye plays tricks, making both objects

— the moon and the horizon — appear bigger."

"How is that different from the horizon under the sun?" I asked.

"During the day, the sky is usually brighter than the sea, so you have a bright-above-dark horizon line, and you're bringing a bright-above-dark lower limb of the sun down to match it. With the moon's lower limb, it's bright-above-dark touching a dark-above-bright horizon. Better to use the upper limb with a moonlit horizon."

This prompted a new discussion about when the moon's upper limb would be available, and whether the horizon would be moonlit or sunlit at dawn or dusk. Meanwhile I was still trying to figure out why the moon goes around the stars every 27.3 days but the lunar month is 29.5 days.

Lee left it for me to work out as "an exercise for the student," while she and the cruiser discussed additional equipment requirements for the long ocean race.

But if I race to the islands next summer, I'm using my GPS.

— max ebb



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THE RACING

Late August and early September were about as frenetic as you get on the water: skiffs, big boats, dinghies, shorthanded, you name it. So rather than run it all down here, we'll go ahead and let you have at it. Cheers!

18-ft Skiff International

The 18-ft skiffs sailed their International Regatta out of St. Francis YC August 21-26, and the all-American team of Howie Hamlin, Matt Noble and Paul Allen aboard *CST Composites USA* closed things out with a great final day to take the regatta, despite being 30 kilos light!

Hamlin has now won the event six of the ten times it has been sailed, but the trio's clutch finish was one of the closest ever. Going into the last day, Noble and Allen carried a one-point lead over Australia's John Winning on *Yandoo*, and a five-point lead over Michael Coxon's *Thurlow Fisher Lawyers* – all three of which were at the top of the pile all week long. The latter performed like the defending champions they were, winning two of six races when Coxon, suffering from a neck injury, turned the tiller over to the veteran Trevor Barnabas.

Hamlin Noble and Allen led early in the first of Friday's final races, ultimately falling to Coxon by 47 seconds while keeping an eye on Winning, who was third. With the breeze building to the low 20s, Hamlin led again in the second race until nearly giving it away at the leeward mark.

"I called for the drop a couple of boat-lengths too soon," he said. "Then you have to run real square and slow. It was my mistake. We went from first to sixth in a matter of 30 seconds. That's how good

As usual, the 18-footers provided some great viewing off the Cityfront on even the lighter days.

this fleet is."

As Coxon seized the lead and all but disappeared into the misty fog, Hamlin's prospects for the regatta suddenly looked less than rosy. Winning cruised into second place with three boats between him and his longtime American rival – enough margin to give him the overall win.

But as the pack trailing Coxon ran downwind, Winning jibed out toward Alcatraz to set up his final layline. Hamlin had also played that route successfully, but this time he couldn't jibe because Australian Nick Press' *SMEG*, was on his port quarter as the two ran on starboard tack. In what was a very happy accident, Press pushed Hamlin the right way, and the two rounded 13 seconds ahead of Winning.

"It's easy when you have a little boat speed and you go the right way," Hamlin said.

Suddenly *CST Composites USA* was in second place again, but *Thurlow Fisher* was getting ready to tack to the finish.

"I looked up and saw they were stalled," Allen said. "I wondered what was going on, and then I saw one of their sailors 20 boatlengths behind them in the water, swimming. I was like, 'here's our chance.'"

Thurlow Fisher's Trent Barnabas had a trap line fail and by the time Coxon could collect him, *CST* had blown by for a three-point win.

But it wasn't just luck that gave the West Coasters the win – Hamlin is from Southern California, while Noble is from Pt. Richmond and Allen Santa Cruz.

"Jay Glaser built us a second version of our spinnaker and that made a big difference," Hamlin said. "[John]



ALL PHOTOS THIS PAGE ERIK SIMONSONWWW.H2OSHOTS.COM



Woody [Winning] always used to crush us downwind, and now we were faster than him downwind."

"We're light," Hamlin said, "Thirty kilos lighter than the heavies. If we can still go with the heavies that's good."

"That all just goes to show that in skiff racing it isn't over until you cross the finish line," Hamlin said.

"Early in the week we were fast on the wind," Wining said, adding that he was encouraged by the turnout of five local boats from the decidedly grass-roots Skiff Sailing Association and the 15-boat fleet





Fifteen 18-ft skiffs from Australia, New Zealand and the Bay were on hand for the St. Francis YC's 18-ft Skiff International Regatta August 21-26 — one of the biggest fleets in memory.

— one of the largest we can remember.

"The bottom end of the fleet is getting better here, and there's more of them," he said.

Ronstan Bridge to Bridge

The Ronstan Bridge to Bridge Race drew 37 entries August 25 for what was, by all accounts, a pretty mellow 7.5-mile slide from the Gate to Yerba Buena Island. Three of the world's top kiteboard course racers maximized their power source's altitude advantage to take the top three spots in the race. Bryan Lake, Chip Wasson and Andrew Koch went 1, 2, 3 in the race that pits kites, boards, skiffs — and just about anything else with some serious wheels — in a drag race down the Cityfront.

The first skiff to finish was *Thurlow Fisher Laywers*, marking the return of

skipper Michael Coxon, who had sat out the first three days of the St. Francis YC's 18-ft Skiff International Regatta with a nagging neck injury. The skiffs took all but one of the next nine places, and a skiff sailor sailing a kite — Kevin Richards, in 6th — was the only one to break the proper boats' lock on that group. The first formula board was Seth Besse in 14th.

Wabbit Intergalactics

The Wylie Wabbits sailed their Intergalactics September 16-18, and for maybe the first time ever, two female skippers took the top two spots on the podium. Hosted for the first time by the Inverness

YC, nine boats showed up for the three-day event. On Friday, so did the cold air and breeze, and the conditions allowed the race committee to run a long second race that saw the fleet get some planing time before the rest of the weekend turned sunny, warm and mellow.

At last year's event, Tim Russell's *Weckless* squeaked by Bill Erkelens' *Jack* for the title, and at the time Erkelens said, "(Wife) Melinda will drive next year and we will crush them!" And that's exactly what happened. With Bill on the wire, Jeff Causey in the middle, and Melinda Erkelens on the tiller, *Jack* ended the weekend with six points. But the battle for second wasn't a gimme either, as Berkeley's Sarah Deeds and the Bay's Guillaume Canivet teamed up with Aaron Sturm of the San Diego-based *More Wild Bunch* to claim second with 12 points with Deeds on the helm. *Weckless* with Russell, John Claude and Scott Parker finished third with 18 points. For full results and more photos of beautiful Tomales Bay, visit www.wyliewabbit.org.

Jazz Cup

The cancellation of the Windjammers' Race on September 2 due to storm surge at Santa Cruz harbor left Saturday's Jazz Cup as the only major event of the Labor Day weekend. The June 3 event drew a great turnout — 102 boats for the 26-mile slide to Benicia. Although the race got off to a quick start, once the fog cleared, the breeze died as racers tried to clear the Richmond Bridge. But San Pablo Bay would end up producing, and the breeze freshened and clocked as the fleet reached down San Pablo Bay. While it made for a warm and pleasant day, it

The kitters ruled the Ronstan Bridge-to Bridge Race, using their superior altitude to get breeze that just wasn't down on the deck.



THE RACING



GOOSE GOSSMAN



GOOSE GOSSMAN



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GOOSE GOSSMAN



Clockwise from above — The South Beach and Benicia YC's Jazz Cup was a breeze-on, breeze-off affair; 'Rocket 88' took the overall honors; 'Flight Risk' keeps moving in the light stuff; breeze-on meant full-attention; bow guy olympics; that doesn't look so bad; 'Can O' Whoopass' seems to go no matter how hard the wind blows; 'Yucca' soaking down San Pablo Bay; if it's light, it sure pays to have a big kite, and Wet Corvette's A2 is about as big and round as you could go.

didn't make for record-breaking conditions.

Ian Klitzka sailed the D-class cat *Rocket 88* to the overall win, while Ben Landon's Thompson 650 *Flight Risk* was the top monohull in third overall. The Jazz Cup trophy itself only goes to members of the host clubs — South Beach and Benicia YCs — and this year went to the former's Mike Kastrop and his Catalina 30 *Goose*.

If you've done the Jazz Cup, and stayed

for the party, you know that challenge doesn't end on the water. If you survive the beverages, live music and dancing at the party held in the Benicia YC's beautiful clubhouse, you may still have to walk a mile around the harbor to get your boat if you're so unlucky as to end up on the wrong side of the harbor. Then, chances are, you're going to have to somehow circumvent the well-secured the gangways, without spilling your drink, the contents of your pockets or any blood.

Sarcoma Cup

The Berkeley YC-hosted Sarcoma Cup drew some quality fleets to the Circle on August 27-28 for one day of three buoy races followed by a pursuit race on Sunday.

The J/105s at 16-strong were the largest fleet, and the honors went to Scooter Simmons' *Blackhawk* in a prelude to Simmons' subsequent win at the Rolex Big



GOOSE GOSSMAN



Boat Series. The Express 27s showed up with 11 boats and Tom Jenkins' *Witchy Woman* handily took the win with straight bullets. Michael Gough's *Boracig* beat 12 other Open 5.70s in what's quickly becoming one of the Bay's largest new fleets.

The Wabbits, with five boats, went to John Gray sailing *Jack*. Mark Simpson's *Shadowfax* notched three bullets to take the four-boat Olson 25 class, which rounded out the one-design divisions along with Robbie Englehardt sailing the

lone 29er.

There were two PHRF divisions with a total of 13 boats. Bob Harford's Express 37 *Stewball* won PHRF A on a countback with Henry King's Frers One Tonner *Jeanette*. George Ellison's Schumacher 30 *Shameless* took PHRF B

Of course no regatta worth its salty sailors goes without a good party, and the Sarcoma Cup's is unique in a couple of ways. First, it's the only one we know of that offers chair massages for skippers and crew. Second, the dinner offering was about as gourmet as you'll find at a regatta party. Add in live music, a free

keg, apps — not the kind you download — and rum punch, plus shuttle service and plenty of swag, an auction to benefit Beat Sarcoma, and you've just scratched the surface.

On Sunday, Gray sailed *Jack* to overall honors in the pursuit race to take the Sarcoma Cup perpetual trophy.

SARCOMA CUP (8/27-28)

J/105 (5r, 0t) — 1) **Blackhawk**, Scooter Simmons, 16 points; 2) **Arbitrage**, Bruce Stone, 17; 3) **Jam Session**, Adam Spiegel, 23. (16 boats)

EXPRESS 27 (3r, 0t) — 1) **Witchy Woman**, Tom Jenkins, 3; 2) **Wile E Coyote**, Dan Pruzan, 9.

THE RACING



The Open 5.70s managed to get 13 boats out for the Sarcoma Cup at the end of August.

(11 boats)

WABBIT (3r, 0t) — 1) **Jack**, John Gray, 4; 2) **Mr. McGregor**, Kim Desenberg, 6; 3) **Kwazy**, Collin Moore, 9. (5 boats)

OPEN 5.70 (5r, 0t) — 1) **Boracic**, Michael Gough, 12 points; 2) **Il Havic**, Rich & Tony Festa, 18; 3) **The Rooster**, Joe Wells, 21. (13 boats)

29er (5r, 0t) — 1) **n/a**, Robbie Englehart, 5 points. (1 boats)

OLSON 25 — 1) **Shadowfax**, Mark Simpson, 3 points; 2) **Sweet Ness**, Nesrin Basoz, 7; 3) **American Standard**, Bob Gunion, 9. (4 boats)

PHRF A — 1) **Stewball**, Express 37, Bob Harford, 8 points; 2) **Jeannette**, Frers 1T, Henry King, 8; 3) **Mintaka 4**, Farr 38, Gerry Brown. (7 boats)

PHRF B — 1) **Shameless**, Schumacher 30, George Ellison, 5 points; 2) **Ahi**, Santana 35, Andy Newell, 6; 3) **Woof**, J/30, Wally Whittier, 7. (6 boats)

SUNDAY PURSUIT RACE — 1) **Jack**; 2) **Jet-Stream**, JS 9000, Dan Alvarez; 3) **Jeannette**, Frers 1T, Henry King; 4) **Stewball**; 5) **El Raton**, Express 27, Ray Lotto; 6) **Emma**, F-31, Bill Roberts; 7) **Witchy Woman**; 8) **Wile E Coyote**, Dan Pruzan; 9) **Magic Bus**, Express 27, Marc Belloli; 10) **B-Line**, 1D35, Jack Feller. (28 boats)

Complete results at: www.sarcomacup.org

'Deception' gets some pace on downwind at the Sarcoma Cup hosted by Berkeley YC in conjunction with the Richmond and South Beach YCs.



Richmond-South Beach

The Singlehanded Sailing Society's Richmond-South Beach proved to be a challenging day on the water for about 70 single- and doublehanded boats that started on September 17.

After a nice run down to the Brothers in a building flood, the bulk of the fleet worked toward the Marin shore on their way to Raccoon Strait.

But where both relief and breeze were to be found was anyone's guess as the bulk of the fleet parked it up in the North Bay while a pleasant 18 knots of breeze blew through The Slot.

That parking lot, coupled with another under the Bay Bridge, meant that 25 boats DNF'd, and the overall winners really earned their bragging rights. Greg Nelsen sailed singlehanded and was the overall winner in that division with his Azzura 310 *Outsider*, finishing the 20-mile course in 4h, 33m, as the only solo sailor to crack the top-ten overall.

Jonathon Hunt and Rodney Hagebols sailed the former's 1D35 *Dark And Stormy* around the course in just over 4 hours to narrowly pip Bryan Wade and Mike Holden on the Ultimate 24 *Max* by 10 seconds for overall honors.

SSS RICHMOND-SOUTH BEACH (9/17)

OVERALL — 1) **Dark and Stormy**, 1D35, Jonathon Hunt/Rodney Hagebols; 2) **Max**, Ultimate 24, Bryan Wade/Mike Holden; 3) **For Pete's Sake**, Ultimate 24, Peter Cook/Sandi Crane; 4)

Tatiana, F-31, Urs Rothacer/Bill Quigley; 5) **Jam Session**, J/105, Adam Spiegel/n/a; 6) **Outsider**, Azzura 310, Greg Nelsen (SH); 7) **Origami**, Corsair 24, Ross Stein/Bill Pace; 8) **Wild 1**, FT 10, John LyMBERG/Chris Jordan; 9) **Racer X**, J/105, Rich Pipkin/Mary McGrath. (70 boats)

SH SPORTBOAT — 1) **Outsider**; 2) **Yellow Jack**; SC 27, Mike Farrell; 2)



Sunshine, Moore 24, Stanly Martin. (5 boats)

SH SPIN PHRF ≤ 108 — 1) **Ragtime!**, J/92, Bob Johnston; 2) **Red Sky**, Olson 34, Brian Boschma, (3 boats)

SH SPIN PHRF 111-150 — 1) **Bandicoot**, Wyliecat 30, Al Germain; 2) **Firefly**, Dehler 34 Optima, Chris Case; 3) **Whirlwind**, Wyliecat 30, Dan Benjamin. (6 boats)

SH SPIN PHRF 153+ — 1) **Wild-Type**, Ericson 32-2, Chris Simenstad; 2) **Emerald**, Yankee 30, Peter Jones. (7 starters)

SH NON-SPIN — 1) **Robin**, C&C 35 Mk. 3; 2) **Flicker**, J/32, Ed Ruszel. (6 boats)

DH MULTIHULL — 1) **Tatiana**; 2) **Origami**; 3) **Transit of Venus**, Corsair 37, Rick Waltonsmith/



Nine Wabbits showed at Inverness YC September 16-18. Flat water, good breeze and sunshine are enough to make anyone smile. Throw in the club's laid-back atmosphere and some of West Marin's awesome scenery and you're set.

Chris Harvey. (4 boats)

DH SPORTBOAT — 1) **Dark and Stormy**; 2)

Max; 3) **For Pete's Sake**. (8 boats)

DH SPIN PHRF ≤ 108 — 1) **Jam Session**; 2)

Racer X; 3) **Jamani**, J/120, Sean and Jeff Mulvihill. (9 boats)

DH SPIN PHRF 111-150 — 1) **Dazzler**, Wyliecat

30, Tom Patterson/Sue Estey; 2) **Harp**, Catalina 38, Mike Mannix/Linda Farrabee; 3) **Wahoo**, Capo 30, Walter & Carolyn George. (12 boats)

DH SPIN PHRF 153+ — NO FINISHERS

DH NON SPIN PHRF — 1) **Basic Instinct**, Elliot 1050, Jan Borjeson/David Crowe; 2) **Q**, Schumacher 40, Glenn Isaacson/Joss Wilson; 3) **Joyride**, J/109, James & Jennifer Vickers. (9 boats)

Complete results at: www.sfbaysss.org

Emma's Sending It

The biennial Mini Transat got underway from La Rochelle, France on September 25, and the Bay Area had one of its adopted own, Emma Creighton among the 78 starters. Creighton, who doublehanded her all-carbon, high-tech Simon Rogers-designed prototype Mini Pocket Rocket in

last year's Pac Cup, will be joined by 32 other proto sailors for the solo crossing from La Rochelle to Salvador de Bahia, Brazil, via Funchal, Madeira. Of course, a Mini Transat is hard enough on its own — 4,200 miles across the Pot au Noir with only a VHF radio and race-provided weather on a 21-ft boat with a massive sailplan. But it being a French race, there are language and cultural barriers that crop up with everything from logistics to things as mundane as the race program, which listed her name as Emma "Freighting" at one point.

The latter may perhaps have been a happy accident, given that Creighton

— much as we suspect every skipper in the race plans to do — will be "sending it" as fast as possible over the complex course through some of the world's most heavily-trafficked commercial shipping waters, interrupted by two archipelagos — the Canary and Cape Verde Islands — before the sailors even reach the ITCZ. So Creighton, a native of Maine, will have her work cut out for her for what will probably be as long as a month aboard her 1,700-lb boat with its canting keel.

In the 34-year history of the Mini Transat, only two other American women have completed the race. Amy Boyer, who called the Bay Area home at the time, sailed the '79 race in a Wilderness 21 after sailing in the '78 Singlehanded TransPac. That year was the first, and to this day only, time an American has won the Mini Transat. Norton Smith, formerly of Mill Valley, sailed the Tom Wylie-designed *American Express* — the first water-ballasted Mini ever

— to the honors a year after winning the same Singlehanded TransPac that Boyer sailed.

You can follow Creighton's progress up to the start on her well-written blog, but once the race starts, it will be lights-out for media communications — the race rules strictly prohibit the use of any type of equipment that can communicate at a range sufficient for her to post updates. Thankfully, the race has a good website — as far as French-run races go, it probably has the best English translation — where you can find a tracker, updates and analysis. You can find it at: <http://www.charentemaritime-bahia.transat650.net/en/>

Aldo

The St. Francis YC's Aldo Alessio Regatta was moved back to August 27-28 to better accommodate traveling boats turning up for the weekend, with 13 IRC boats and five Farr 30s racing in a tuneup for the Rolex Big Boat Series and the latter's pre-worlds this weekend. The eight-boat IRC B division went to Doug Holm and Kirk Denebeim's Archambault 35 *Mirthmaker*, while the hodgepodge IRC A went to Peter Cunningham's TP 52 *Power Play*. Deneen Demourkas' *Groovederci* took the Farr 30 honors in what would be a prelude to her win at the RBBS.

Farr 30 Pre-Worlds

The San Francisco YC hosted the Farr 30 Pre-Worlds September 3-5, immediately preceding the class' worlds at the RBBS, and Santa Barbara's John Demourkas ended up taking the event with his *Groovederci*, superstitions about winning the practice race be damned. Complete results are at www.sfyc.org.

The Wabbits won down Tomales Bay, one of our favorite small boat venues in the Bay Area.



THE RACING

Place your bids!

Last month we wrote about an effort by Moore 24 sailors to honor the memory of one of their most instrumental class leaders. If you didn't get the backstory, Joel Verutti passed away from brain cancer in February after a protracted battle. A Moore 24 owner for 28 years with multiple stints as class president, Verutti left behind wife Tina and 12-year-old daughter Josselyn, who are still dealing with the financial fallout of Joel's illness. The Moore family is looking to help out the Verutti family as well as maintain and store Joel's boat, *Mercedes* #55, until Josselyn, a crack junior sailor, is able to do so herself. To that end they've organized an online auction that's live and will make the perfect opportunity to do some early Christmas shopping while getting some pretty sweet stuff and helping out a cause close to every sailor's heart.

Have you ever wanted to go sailing

in New Zealand or Puget Sound? Have a professional sailor like Morgan Larson or Trevor Baylis race with you and your crew? Wanted to have Team Pegasus coach you on your boat with your crew on the water for a day? How does a golf or fishing trip in the Columbia River Gorge sound? These and many other items — new ones seem to keep popping up every time we check — are on the block through the Moore 24 web site at www.moore24.org/auction.



Tahiti 2012?

The TransPac YC's Dave Cort checked in to let us know that one of the West Coast's most rarified offshore races looks to be a go in '12.

"We are getting pretty confident that there will be enough interest for another race next year," Cort said. "If we have a minimum of four boats, we will run the



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A bonus moment of Ronstan Bridge to Bridge zen for you. That's quite a crowd of very fast boats and boards. 'www.stfyc.org'

race. The April 20 start date from Los Angeles is planned in order to have all the boats in Tahiti prior to the '12 Tahiti Pearl Regatta. We have two boats at present who would start from Honolulu, timed to arrive around the same time as

the boats starting from Los Angeles. In addition to the boats listed here, I heard another rumor of a 90-foot boat out of San Diego that is interested. *Horizon* is thinking about a South Pacific tour of the same sort that *Ragtime* did after our last Tahiti race in 2008."

Cort and the TransPac YC have put together an FAQ to help you get working on your entry:

- Planned Start Date — April 20, '12 (Los Angeles)
- Starts — Los Angeles (San Pedro, Pt Fermin); Honolulu (Pacific Island Route)
- Finish — Pointe Venus, Tahiti
- Length — 3,700 miles from Los Angeles
- Current Record — 11 days, 10 hours, 13 minutes and 18 seconds – Magnitude 80, '08
- Previous Record – 14 days, 21 hours, 15 minutes, 26 seconds – Kathmandu, 1994
- Associated Events – Tahiti Pearl Regatta – Raiatea – May 16, 2012
- Current Interested Boats: *Horizon* — SC50; *Medicine Man* – Andrews 63; *Rage* – Wylie 70; *Chasch Mer* — SC50 (Honolulu); *Mighty Tongaroa* – SC50; *Moonshadow III* — Tayana 52 (Honolulu); *Artemis* – Andrews 53
- Race Contact — Dave Cort — Vice-

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Just Missed the Cut

Our editorial deadline fello over the final weekend of the month, so we did miss some of the biggies at the end. But don't, fret, we'll get to them next month. In the meantime, here are a few notes about them:

The **YRA's Party Circuit** wrapped up Septemb 24-25 with the YRA Season Closer. Hosted by Corinthian YC, Saturday's 21-miler around Red Rock and Alcatraz drew 59 boats in 15 divisions for a sunny, moderate day on the water. Sunday's 12-mile "Crazy Eights" choose-your-own-direction pursuit race drew 45 boats for a 12-mile romp through some unseasonable drizzle. It wasn't surprising to see that perennial contenders Gerry Brown on his Farr 38 *Mintaka 4* and Gordie Nash and Ruth



LATITUDE/ROB

Emma Creighton is on her way to Madeira, Portugal as of this writing aboard her proto Mini 'Pocket Rocket' in the Mini Transat race.

Suzuki on their modernized Santana 27 *Arcadia* top the podium with David Britt's Benteau 10R *Split Water* close

behind.

The Catalina 34s were racing their SF Cup over the weekend out of Golden Gate YC but the results for that have yet to go up. The Folkboats wrapped up their Internationals at Corinthian YC on the September 24, with Dane Per Buch winning on a countback after tying with the Bay's Eric Kaiser. American sailors took seven of the top-10 spots in the 18-boat fleet.

If you're up in the **Gold Country**, you may want to think about this if you need to find ways to occupy your kids' time next summer:

"Summer youth programs have been part of the Gold Country YC schedule for several seasons," wriets Dudley Gaman of the Gold Country YC. "This year they're being taken over this year by our newly certified sailing instructors, Stewart Nielsen and Janis Johnson who donated their time to teach a new generation of sailors absolutely

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free. So many of us are here because someone gave us the opportunity and guidance to sail as youngsters. To see the wonder and joy on the faces of a new generation of sailors as they skipper their own boat for the first time truly warms the soul.

"And by all accounts this year was a big success with three separate groups of youth sailors completing the program on the club's fleet of Sunfish. But there was one problem: The new sailors wanted more!

"The August meeting at the club house found us discussing the success of the program and kicking around ideas for a next step for our new sailors when someone suggested inviting them to our Wednesday evening beer can races. The races are very low key and would provide a suitable number of adults to ensure that everyone was safe. The idea was quickly adopted, but we decided that the image of beer cans

wasn't appropriate for the younger set. It was then, in a sudden flash of brilliance, that we renamed the events "soda can races".

"For our inaugural soda can race last night, the Fogiel brothers, Elliott, Benjamin, and Stephan, were at the dock before any one else to set up the Sunfish and their newly purchased El Toro. The wind was just a notch above calm, but the blue sky and water separated by a strip of forest



JOHN LAW

Kame Richards jumped in a Wabbit with Rodney and Aimee Daniel at the Intergalactics.

green outlining the bright colors of the sails created a post card view. I'm not sure who won the race, the rules being somewhat fuzzy, but it was obvious nobody lost."

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WORLD

We'll focus this month on the **Eastern Caribbean**, with our advice on **Chartering During the Prime Winter Season**, and an insider's memories of **Hangin' Out with a Legendary Caribbean Superstar**.

Dreaming of a White (Sand) Christmas

You've probably noticed that in just about every department store you enter these days, hints of the so-called "holiday season" are already starting to appear, even though we haven't even celebrated Halloween yet.

As obnoxious as it may seem to see Christmas garlands already lining some display windows and Christmas carols beginning to infiltrate in-store music channels, we have to admit that retail marketers have one thing right: The Christmas/Hanukkah/Kwanzaa/New Year's holiday season will be here before we know it.

With that in mind, consider this idea: Instead of blowing a pile of cash on a truckload of trinkets that will soon be discarded, outgrown or forgotten, why not agree within your family to forego the typical gift-giving frenzy this year, and instead give yourselves the gift of an action-packed sailing vacation at some tropical wonderland? A special family trip like that will likely yield memories for the whole family that will be cherished for decades. Think about it: A 'white Christmas', but with sugar-fine white sand instead of snow.

The islands of the Eastern Caribbean would be our prime recommendation for such a splurge, as the normal midwinter forecast in those latitudes is for clear sunny skies, warm trade winds, and air temps in the mid-70s to low 80s.

Picture yourself in this French patisserie on St. Barth buying an armload of still-warm croissants for breakfast. Yum!



KENT BENEDICT

If you have school-aged kids and your winter vacation options are confined to the two weeks around Christmas and New Year's, you'll find that to be the most crowded time in the islands, but it's also the most festive. Sailors from all over North America and Europe fill the anchorages — all eternally grateful to be hanging out in their swimsuits rather than shivering by the fire at home.

In pre-recession days, it would be hard to find a boat for the Christmas and New Year's weeks at this late date. But thanks to the slowdown, there is still ample availability at both the large international bareboat operators and the smaller local outfits. Remember also that in the most popular chartering venues, such as the British Virgins and St. Maarten, so-called 'second tier' companies offer slightly older boats at appropriately discounted prices.

In addition to locking in a boat ASAP, while inventories are still good, you'll need to start the hunt for air fares. Here are a few things to consider: Thanks to the recession's effect on tourism, there are fewer flights to the Eastern Caribbean these days than a decade ago. It's important to note, though, that the worst availability is always for the short-hop, interisland flights. So, if you want to sail in the BVI, consider flying to neighboring St. Thomas, where the airport can handle jumbo jets, then take a taxi to the downtown waterfront and catch a ferry to Tortola, BVI. It's really not much of a hassle, and gives you much more flexibility.

Likewise, if you want to sail in the Leeward Antilles, consider chartering out of St. Maarten. Its large international airport is a major gateway for jumbo-jet traffic from a number of U.S. and European cities.

If your route will include both a cross-country flight and an island-hopper, our suggestion is to book on American Air, as their jumbo jets connect with smaller American



ALL PHOTOS LATITUDE / ANDY

Eagle flights. And, no, they didn't pay us to write that. Our reasoning is that you can check your bags all the way through to your end destination without having to schlep them from the domestic to international terminals in a sweaty panic.

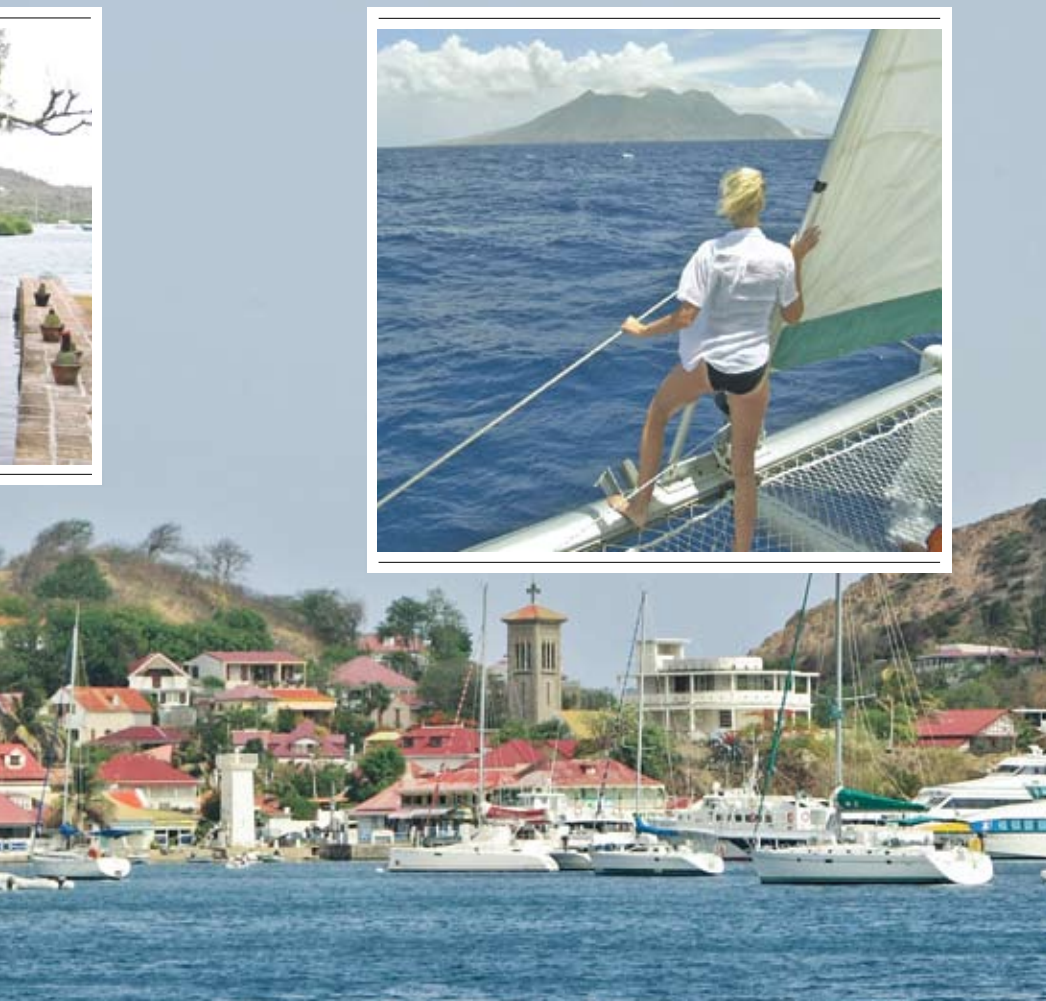
That said, you might find a better deal to Puerto Rico, St. Maarten, or elsewhere on other carriers. Remember though, many cross-country flights make pitstops at their national "hubs," and, of course, it's wise to avoid hubs like Chicago or New York in winter.

Now, if you're not restricted to taking your vacation during the holiday season, both boat and flight options will be much broader — heck, if you're lucky, you might even be able to use some of those frequent flyer miles that have long been lying idle.

Right after New Year's there's normally a big drop in tourism until mid- to late January, so most bareboat operators list a short period of somewhat discounted prices. Taking advantage of those deals can make the winter getaway fantasy a lot more doable.

Needless to say, the isles of the East-

OF CHARTERING



Spread: When sailing the Leewards, you won't want to miss a stop at the tiny cluster of isles called Les Iles des Saintes. Inset left: Timeless columns at Antigua's historic Dockyard. Right: On the approach to Montserrat.

ern Caribbean have long been considered year-round sailing destinations — even during hurricane season, as odds are good that the weather will be fine in any given week. But as much as we love to sail there when the anchorages are less crowded, we have to admit that mid-winter in the Caribbean is particularly sweet. In fact, we'd love to have a 'white Christmas' ourselves this year.

— latitude/andy

Hangin' With Bankie: "I don't inhale."

A few years ago former Bay Area sailor Mark Denebeim decided he needed a change of pace from life in the mainstream, so he tried his hand at chartering in the Caribbean. For several years he offered skippered bareboat charters, then last year bought a sweet-sailing Island Spirit cat named Sanctuary. Because Mark prides himself on his love for West Indians and their laid-back way of life, he

promises that his charters will not only be fun, but will give his guests "insights into Caribbean people and their culture."

In the following report, Mark shares a recent encounter with legendary Anguillan reggae pioneer Bankie Banks:

"Let me tell you how I smoke marijuana," he said in all seriousness. "I don't inhale."

I recently spent some time with Bankie Banx, the Eastern Caribbean's most famous reggae star and infamous pot smoker extraordinaire. In addition to spending time with him aboard Sanctuary, I had a great time hanging out and listening to him play at his creative and gastronomic Anguillan compound on Rendezvous Bay.

Known for his original sound and thought-provoking storytelling lyrics (as in *Busted in Barbados*, *Law of the Jungle*, and *The Dreamer*), Bankie has been

producing music since the late 1970's. He is also known for having smoked marijuana every day, all day, since before then.

So it was quite a surprise when one night he told me and his girlfriend Eve that he didn't inhale smoke of any kind. Was he just pulling the infamous Bill Clinton line out of the air? No, he explained, "I suck the smoke only as far as my neck." He took a puff and held his hand just above his breast bone. "Then I blow it out my nose. Smoke is not good for the lungs," he concluded.

We had just been out sailing aboard Sanctuary, before anchoring just off the beach where Dune Preserve, Bankie's combination bar, restaurant and concert venue is located. On the way over from St. Martin, he smoked clove cigarettes and sipped Dewar's 12-year-old scotch while I fixed him a cheese sandwich. An experienced sailor, he's made it an annual tradition to sail to Dominica after his popular mid-March Moonsplash concert. He enjoyed our smooth three-hour sail aboard the cat, and took pleasure in analyzing the unusual north wind into which we were sailing, noting how the Anguillan land mass affected the wind's strength and direction.

We arrived late in the afternoon, and the Dune was busy with guests from the neighboring CuisinArt Resort. (An episode of the TV show *The Bachelor* that aired last February was filmed at CuisinArt and the Dune. In it, Bankie performed *Breaking It Out* and *Hitchin' A Ride*.)

Bankie and Eve strike a pose aboard the 37-ft charter cat 'Sanctuary'. The Eastern Caribbean is full of colorful characters.



COURTESY SANCTUARY

WORLD

The Dune is a multi-level compound with driftwood furniture sitting rooms, sand and shell-filled tables for dining by the sea, and a large boat-shaped stage and observation area for concerts. There is also a small stage in the dining area for Bankie's one-man show every Wednesday and Friday night, and Sunday afternoon.

Later we kicked back in his understated — always under construction — house in what can only be described as the Smoking Room. Bankie lit a small fire in the very small fireplace, where several tiny piles of small twigs were lined up near the opening. He then relaxed into his favorite chair and began to roll a joint of what he said was the best Jamaican pot available.

He handed me a large bud with an even larger Bambu rolling paper, then pointed to a little coconut bowl and said, "I don't roll for guys, roll your own joint." As he beckoned me to a driftwood bench in front of the fire, we began our chat about sailing, the upcoming Moonsplash concert, and, of course, smoking pot.

I then asked him, "What about the



COURTESY SANCTUARY

Often called the Anguillian Bob Dylan, Banx has his own distinctive musical style. It's easy to catch his act at The Dune.

many tiny blood vessels in the lungs that help to expedite the THC into the blood stream and thus to the brain?" He waved me off and explained, "The marijuana needs to get to the brain, and the nose and throat are much closer than the lungs. After all," he continued, "look at the American Indians with their peace

pipe; they didn't inhale, they held it in their mouth and throat and blew it out their nose. Look at the cigar smokers, they don't inhale either."

This was an interesting approach to pot smoking, I said. He responded, "It's not interesting at all, it's just the way it is. No one inhaled until the Indians gave Columbus the base ingredient of what they were smoking, that being tobacco. They also used herbs and other mind-altering ingredients, but only gave Columbus the tobacco. When he brought it back to Europe, they made little cigarettes with it and that required a harder pull on the smoke, and thus people began to inhale. Smokers who used hookahs for centuries never inhaled the smoke into their lungs, and no one got lung cancer. Smoke is not good for the lungs," he emphasized again.

We were interrupted by one of several old friends who was helping to repair and improve the compound in preparation for the 21st annual Moonsplash concert the following week.

"What do you want?" Bankie asked.

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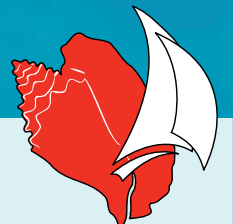


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OF CHARTERING

"Papers," the friend said. So Bankie gave him some. Apparently a joint, a few drinks and a meal at Bankie's restaurant were the daily diet for his loyal comrades while building and painting stages, replacing rotted floorboards, and preparing the tables and chairs for the concert. They also helped bring to fruition Bankie's designs and visions for his multi-dimensional house and compound; staining furniture, fixing windows, and building additional rooms and patios.

Bankie's music focuses on self-awareness and a broad love and respect for those people and things that are integral to a happy, healthy life. He believes that as you journey through your days on earth it is important to recognize and appreciate your past, (themes he addresses in *Know Your Roots* and *Mother Dear*); to care for those in need (*Children to Feed*); and to stand against the oppressors (*The Battle's On, Duty Calls*). Above all, he urges us all to "do what is best and true for yourself, and try to think independently outside of the norm."

The sweet smelling but fairly weak Jamaican weed was starting to take its soothing, mild effect. We each puffed on our individual joints. There is no joint or pipe sharing in Bankie's world — everyone has his own spliff, consistent with the ways of the Rasta.

"So," I asked, "that explains how you can smoke every day?" "I smoke every day, all day" he spat out, "but I also stick to a very strict exercise program and a vegetarian diet; this is what keeps me healthy and allows me to smoke all day."

Slim and trim, the 57-year-old is in very good shape. He demonstrated his strength earlier when we pulled the dinghy up the steep beach together, and remarked: "If you and I can't pull this in by ourselves, we don't deserve to be out on the water sailing."



COURTESY SANCTUARY

Mark, right, and the boys spend some quality time in the Smoke Room of the famous Dune Preserve.

Bankie stood up and put a few more twigs on the little fire. I put out my joint. Unlike Bankie, I don't smoke pot every day and wanted to gauge its effect before I 'inhaled' any more. Billows of smoke began wafting from the fireplace into the small room. I remarked that the fireplace wasn't sucking the smoke out through the chimney. But Bankie suggested it



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WORLD OF CHARTERING

would clear as soon as the green twigs dried out. He mentioned that the smoke helps to keep mosquitoes away and that he has never used canned insect repellent, as it is purported to cause men to become impotent — and Bankie has 10 kids, ages 9 to 40!

Nonetheless, the tiny fire continued to produce clouds of smoke, filling the room with a thick white haze. I stood up and apologized, but I had to leave the house. The smoke was overwhelming, especially for a part-time smoker like me. At the door I turned and told Bankie: "Thanks for your hospitality, but obviously I can't handle as much smoke as you can, so I will see you later tonight!"

Standing outside I turned around and had difficulty finding the house I'd just left, it was completely enveloped in smoke. Soon Eve emerged to say goodbye and thank me for the great sail. I swam



After renting bareboats for months at a time and skipping them for guests, Mark now has his own sweet ride, 'Sanctuary'.

back out to the boat to change for dinner and digest our recent conversation.

When Bankie came out after dinner to perform a sound check on his equipment prior to his Wednesday night performance, we had a good laugh about the smoke. Apparently some really green twigs got into his wood piles, and it just happened to occur while we were hav-

ing our conversation about smoke, a poignant reminder that all smoke should be treated carefully and with respect.

Later that evening, Bankie performed a masterful show combining speed, rhythm and melody on his harp and guitar, with his unmistakably sonorous voice. Truly an exceptional artist, Bankie Banx is also a man for the ages, and not quite the marijuana smoker you

might have thought him to be!
— captain mark denebeim

You'll find more info on Bankie at www.bankiebanx.net. Check out his annual summer tour dates. You can 'friend' Bankie on Facebook, and if you want to book him for your own private concert, email obanks@bankiebanx.net.

For info on Captain Mark's Caribbean sailing and party charters see www.oceanbreezetours.com.



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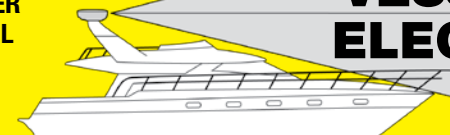
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CHANGES

With reports this month from **Swift Current** on an enlightening first year of cruising; from **Tamara Lee Ann** on a quick trip to Hawaii and back; from **Taiga** on returning to Florida from the Bahamas; from **Witch of Endor** on swapping out masts and dealing with Homeland Security; from **Jet Stream** on preparing for hurricane Irene in the British Virgins; and **Cruise Notes**.

Swift Current — Sabre 452 Howard and Lynn Bradbrooke The U.S. West Coast and Mexico (Vancouver, British Columbia)

My wife and I started our retirement cruise from Vancouver in July of

last year, and thought your readers might be interested in our north-of-the-border perspective. I'm the immediate past Commodore of the Royal Vancouver YC, just retired after 40 years in the legal profession,

Cruising one year has changed Howard and Lynn's outlook on life.

and am a big fan of *Latitude* — particularly the editor's commonsense replies to *Letters*. I can sum up our first year of cruising by saying that our experiences have already altered our outlook on life more than we ever expected.

Lynn and I left a very busy and satisfying life in Vancouver. We have children, grandchildren, and lots of incredible friends, and we left behind all the usual comforts and most of our stuff. As a result, it was not easy to cut the ties. We are now living a life that is a bit edgy.

It was exciting sailing south from the Pacific Northwest, as we had to cope with the non-recreational sailing waters of the gorgeous but challenging coasts of Washington, Oregon and Northern California. We harbor-hopped our way

The Royal Vancouver YC, 'Swift Current's' home port, is at the top center of this photo of downtown Vancouver and Stanley Park.

south through fog and across the bars, and enjoyed all of the coastal communities. We took four weeks to reach the Golden Gate, and we loved every minute of it. Well, almost every minute.

We spent August in San Francisco Bay, then sailed up the Delta to get away from the winter-like weather of the Bay Area. Every day in Northern California brought us different experiences, and we were treated royally by friends at the St. Francis YC.

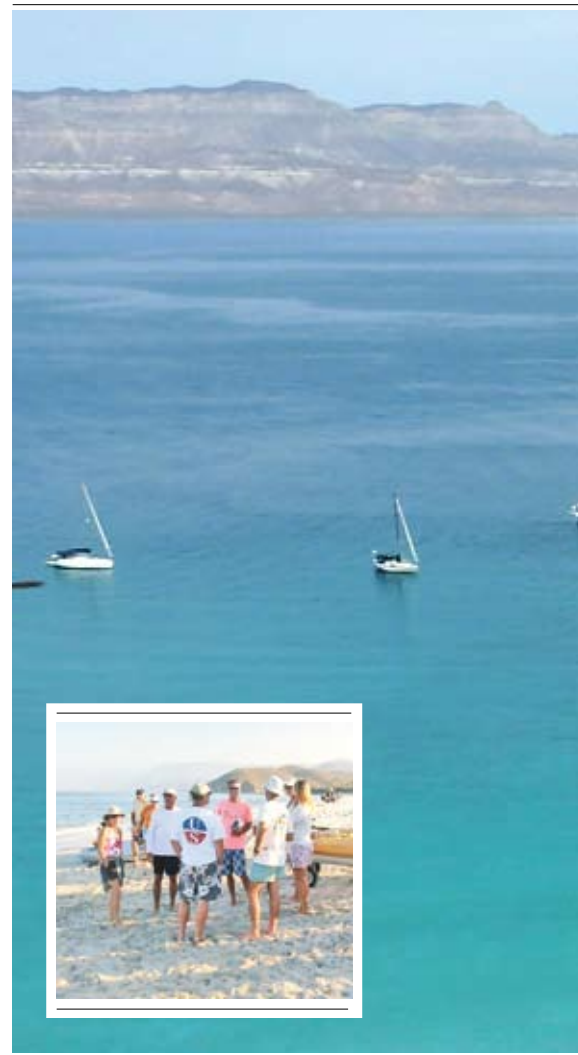
The weather in Southern California proved to be unseasonably cool — and we found the marina infrastructure to be surprisingly dated. However we were warmly welcomed at many small yacht clubs by hospitable members and casual policies. We also met other cruisers heading to Mexico, and several have become what we're sure will be lifelong friends.

We did not do the Ha-Ha, but only because we're only going around once and therefore are committed to taking our time. We entered Mexico in early November, and started our love affair with this large, diverse and easy-going country. We met polite, hard-working, honest and family-oriented people who made our every day pleasurable. The people of Mexico are justifiably confused and financially devastated by the reputation that their country has gotten. The people of Mexico have done their best, but ultimately have no control over the drug demand problem in the north that has overwhelmed much of their country.

We spent eight months in Mexico, and enjoyed every moment. The fact that it is nearly always sunny should not be discounted, particularly by people used

to living in more cloudy and foggy places. It will be hard for us to leave Mexico.

As I mentioned earlier, Lynn and I have been surprised by how quickly cruising has changed our outlook on things. I know it will sound corny, but we believe we now have a better grasp of what's important in life. Change is good, and big change seems to have been very good for us.



Perhaps most importantly, cruising has immersed us in the natural world, and this has affected us deeply. Nature literally takes your breath away! We've floated through parades of whales, pelicans, dolphins, turtles and sea birds. There is so much life living in and off the ocean. We've also found the ocean to be mysterious, wild and constantly exhilarating. The knowledge that it is complicated and fragile makes it even more profound.

The coastline has been a real line for us. As we headed south, the modern world was on our port side, while the natural world rolled by endlessly on our starboard side. Lynn and I enjoyed both in moderation. But we can tell you that there is nothing better than having a sailboat and the time to be casually restless with her.

"Are you having fun?" and "What has been your favorite place?" are the two questions we're asked most frequently. The answers aren't as simple as one might think. We've had a lot of fun, but

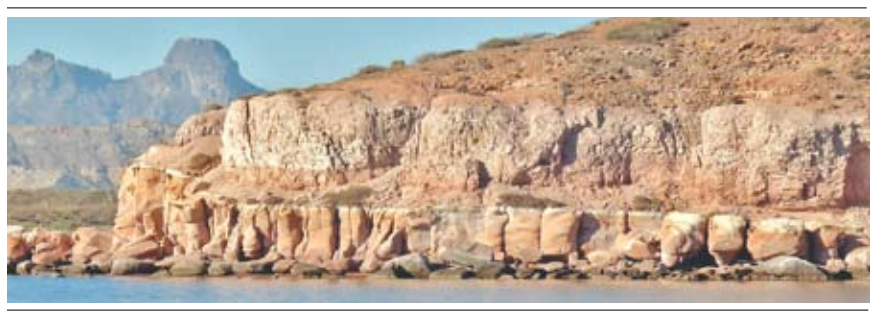
SWIFT CURRENT

VANCOUVER SUN



IN LATITUDES

SWIFT CURRENT



Spread; An elevated view of the anchorage at Isla San Francisco. Inset right, a closer view of the geology at the north end of the anchorage. No matter if it's from far away or close in, Nature in the Sea looks great! But the best part of cruising — inset left — is the great people you meet.

fun doesn't begin to describe the depth of the experiences we've enjoyed over the past year. And we have found that *any* place approached from the sea becomes special. Overall, we enjoy a life not easily found in a city.

We are presently in San Carlos, Mexico, and the late summer heat has been unbearable. At this moment it's difficult to face the boat work that must be completed before we can get underway again. I guess there are always dues to be paid, and we know there is no point in whining. Fortunately, we're told that the heat will gradually moderate soon.

This year we're looking forward to cruising mainland Mexico, Central America and Panama. For those with even modest cruising skills, we highly recommend it.

We don't have a fixed agenda, but generally we hope to see a lot of the world from the deck of our sailboat. It would be

wonderful if we can stay fit and healthy and extend our cruise for a decade.

P.S. We haven't seen any 'pirates', nor have we heard of any 'pirates'.

— howard 9/05/11

**Tamara Lee Ann — Celestial 48
Doug Thorne
To Hawaii and
Back
(Alameda)**

Fifteen thousand miles in five weeks is a lot of sailing for anyone, but that's exactly what I did with my boat this summer. Having done the Ha-Ha a couple of times, I got the idea to sail to Hawaii and back while skiing at Mammoth Mountain last winter. Tamara, my wife, just rolls her

eyes when I suggest things so crazy, and assumes that I'll have forgotten all about them when I wake up in the morning. But not this time, as sailing to Hawaii and back still seemed like a good idea when the sun came up. Since I only had four months to get everything ready for the trip, I had to begin preparations immediately.

I recruited a total of six crew, three for the trip over and three for the trip back. I used the Crew Needed lists from *Latitude* and *S.F. Sailing*. I received close to 100 responses, and was surprised to find that almost as many sailors were willing to sail the long leg back to San Francisco as were willing to sail the shorter, mostly downwind sail to Hawaii. I even asked for a financial contribution from each crew to help offset some of the expenses, and nobody objected.

As part of the recruiting process, the potential crewmembers and I did some daysails together. I ended up having to make some tough cuts, but selected Richard, Poul (Danish spelling) and Lorraine to sail with me to Hawaii, and Jason, Dennis and Barbara to join me for the return leg to San Francisco. Each one of them turned out to be fantastic!

We set sail from the St. Francis YC on June 12, and by the time we reached the Lightbucket a nice northwesterly had filled in just aft of the beam. We turned off the engine, set the sails for a course of 230 degrees — and didn't touch the sails again for eight days! It was some of

It's a shame that all of the Hawaiian Islands don't have spectacular anchorages such as Hanalei Bay.



Doug Thorne

TAMARA LEE ANN



HAWAII TOM

CHANGES

the most idyllic sailing I have ever experienced. As the days went on, the wind went farther aft of the beam, but stayed at a consistent 15-20 knots, allowing

us to make an easy 7-8 knots of boat speed. We fished, fixed some magnificent gourmet meals, and stared at a lot of blue water. I now realize that you actually have to sail across the Pacific to appreciate how very

Having never smoked a cigar, Lorraine tried one of Richard's — and liked it!

big it is! We did not see another vessel until we were within about 850 miles of the islands, and only saw four ships in all.

The other thing we did to pass the time was fix things. It seemed as if every morning something else on the boat had broken. I replaced the fuel pump for the generator, rebuilt the forward shower sump pump, replaced the refrigeration pump, fixed the roller furler for the headsail to keep it from coming apart — and on and on. Luckily I carry a lot of spare parts and many tools, so I tackled each new repair as another challenge. My crew was great, always pitching in to help, and always having a great attitude.

Our biggest challenge on the way to Hawaii came the final night, when we were only about 60 miles out of Oahu. The steering quadrant parted and we lost steering. The wind was blowing to 30 knots with 15-ft seas running while I went about rigging the emergency tiller. As this was happening, Lorraine got a finger caught in the winch while trying to ease the headsail sheet, and tore a big piece of her finger off. Unbeknownst

Like a true sailor, Lorraine gutted out the injury to her finger until they made port. But the Coast Guard was standing by, ready to help.

to me at the time, another crewmember broke three ribs when he fell against the cockpit coaming.

It seemed cruel to have sailed all that way and gotten so close to our destination only to have such serious medical problems arise. Nonetheless, we managed to sort things out and steer with the emergency tiller. Lorraine was given some codeine from our well-stocked medical bag.

We reported Lorraine's injury to the Coast Guard. They told us they were ready to come to our assistance if we felt Lorraine needed it, and put us on a schedule of checking in every 30 minutes. Lorraine insisted that she could wait until we made it to land before she got further treatment, but it was nice to know the Coast Guard was monitoring our progress and ready to help.

We arrived at Ko Olina Marina, down the coast of Oahu from the Ala Wai and Honolulu, at about 4:30 pm on June 25. As we berthed, I used the emergency tiller to steer from the aft deck, and had a crewmember stationed at the helm to operate the engine under my voice control. Our landing was smooth, and my family was there to meet us with cold drinks and flower leis.

Tamara Lee Ann is no race boat, but I was pleased that she was able to make the crossing in a credible 13 days. We managed to cover more than 170 miles on a few days, and our overall average speed for the 2,300-mile trip was about seven knots.

It would have been nice to be able to spend a couple of months cruising the Hawaiian Islands, but I didn't have the time. So after flying back to the mainland for just 10 days, I returned to Hawaii with my new crew for the trip back. We spent a couple of rushed days provisioning and completing some more minor and not-so-minor repairs, and then set sail for San Francisco on the morning of July 6.

Things quickly went very wrong, as we bashed into huge seas and 30-knot winds. New leaks in the anchor chain locker were discovered, and by the middle of the first night water had flooded the bilge and the pumps couldn't keep up. "We may be sinking!" I advised the rest of the crew.

The only prudent thing was to return to the Ko Olina. Once there, we began the task of sealing up as many of the leaks in the anchor chain locker



as we could. We used foam, insulating strips, silicon, and — of course — duct tape. After doing the best job we could, we set sail again for San Francisco on Friday the 9th.

I hated to leave on a Friday, but I could not see letting superstition get the better of me. Soon after leaving we were bashing into the same 30-knot winds and huge seas, but this time the boat stayed much dryer. Some water did come in below, but we kept up with it using pumps and towels on the cabin sole.

Sailing to weather in 30 knots of wind may not be life-threatening, but it wasn't very comfortable either. I was seasick for our first four days out of Oahu, a new and unpleasant record for me. I actually had started to feel better three days out, but an electrical short filled the engine room with acrid smoke. The combination of the smell and the pitching seas put me down for the count for yet another day. Fortunately, there hadn't been an

TAMARA LEE ANN



TAMARA LEE ANN



IN LATITUDES



TAMARA LEE ANN

Life was often a banquet on 'Tamara Lee Ann' on the way to Hawaii, with fine meals and great company. Not much sail tweaking, either.

actual fire. Once I identified the location of the short, I clipped the wire and we continued on.

The malfunctioning watermaker was a more troubling problem. It would run for a while, then the circuit-breaker would pop, indicating that it was drawing too much current. We tried taking the watermaker apart, looking for obstructions in the containment vessel, and even replaced the valves in the high pressure pump. All this was done while on a 20-degree heel, with a severe amount of motion down below. None of the fixes worked, so I was forced to declare a water shortage. That meant no more showers, no more washing dishes in fresh water, and no more flushing the toilets with fresh water. Yes, *Tamara Lee Ann* has two electric heads that normally flush using freshwater. With these measures

in place, I was confident that we would make it to San Francisco on the water that remained in our tanks. But it was not going to be very pleasant.

Nine days out of Oahu and on our fourth day of water rationing, we crossed paths with the *Robert C. Seamans*, a 134-ft steel brig that was also sailing to San Francisco. I contacted them on the radio, as any two ships sailing the same route 1,300 miles from land might do, just to chat and find out what they were up to. After chatting for awhile, I mustered up the courage to ask them if they could spare any water. To our great relief, they said they had plenty of water and would be happy to give us as much as we wanted.

In order to transfer the water, the *Seamans* came alongside us as we both motored east at five knots. The crew of the *Seamans*

put their tender in the water and brought us a long garden hose, at which point the transfer began. It took about an hour to fill our 250-gallon water tank. Meanwhile, the *Seamans* engineman came over to look at our watermaker. He was unable to find anything wrong, but inexplicably, it started working again! And it continued to work for the 11 more days it took us to reach San Francisco. I allowed our crew to take showers once again, and we celebrated our good luck at finding fresh water in the middle of the ocean. Thank you, *Robert C. Seamans!*



TAIGA

The 'Robert C Seamans' came to the rescue with water.

The rest of the trip was pretty uneventful, although we endured 48 hours of 27-30 knots of wind on our port beam as we approached San Francisco. Then, of course, the wind shut down as we were nearing the Farallon Islands. With only 50 miles to go, we were going to have to motor. But with only 10 gallons of fuel in the boat's 200-gallon tank, I was pretty sure we didn't have enough fuel to make land.

As I fretted about running dry just short of our destination, the crew was talking up the 'happy hour' we were going to be enjoying late that afternoon. Finally, when we were down to just a few gallons of diesel, I broke down, called Vessel Assist, and had them bring us 10 gallons of diesel to our location 12 miles outside the Gate. It was some of the most expensive diesel I have ever purchased, as I tipped the Vessel Assist crew well.

We made it to the St. Francis YC in ***Poul holds up one of the smaller catches on the way back. Fishing was great both going over and coming home.***



TAMARA LEE ANN

CHANGES

time for happy hour on my birthday (!) 20.5 days out of Oahu. We were met by our families and the outbound crew who had been monitoring our progress via the Spot messenger service. Ron Banzasak, the club's general manager, even brought mai tais down to the dock for us.

I learned a lot about long-distance open ocean sailing during the trip, and I learned about the strengths and weaknesses of my boat. I gained a whole new respect

for the men and women who do this sort of thing for a living! Now I'm looking forward to some coastal cruising and being able to tie up to a dock most nights, although who knows how long that feeling will last — and before Tamara will have to start rolling her eyes again?

— doug 08/15/11

Taiga — Catana 44 Jack and Sherri Hayden Return from the Bahamas (Alaska)

[Editor's note: After 10 years of 'commuter cruising' in the Sea of Cortez aboard their Morgan 382, last year Ha-Ha vets Jack and Sherri bought a used Catana 44 cat in Norfolk, Virginia. This is Part II of their report on cruising the ICW and in the Bahamas.]

We spent January through mid-March in the Exumas chain of the Bahamas, and found that the weather seemed to follow a roughly 7- to 10-day cycle. The winter weather mainly comes from the west, so as the cold fronts pass through,

After cruising the Sea for 10 years, and having now sold their lodge in Alaska, Jack and Sherri are free to cat around the Caribbean.



Taiga

the winds clock from the prevailing 10 to 20-knot east-northeasterlies into the southeast, south, west and on around. Sometimes they even come out of the north for a day or two. Experienced sailors in the area use these predictable wind shifts to sail to new anchorages.

The best anchorages in the Exumas are on the Exumas Bank, or western side of the cays. So as the winds clock around, many sailors abandon the open anchorages on the west side and crowd into either the marinas or the very few anchorages with protection from the west. Every sailor in the Bahamas listens to Chris Parker's morning HF weather forecasts before making plans for the day, and this can lead to a kind of paralysis for some, as it becomes apparent that it won't be long before the wind is back in the west again.

We found that most fronts led to relatively weak and/or short-lived westerlies, with very tolerable conditions in the west-facing anchorages. There was plenty of advance warning when stronger winds were predicted, as the fronts advance from Texas eastward across Florida and the Straits. These fronts were often deflected north by the combination of high pressure to the south of the Bahamas and lows in the North Atlantic.

The waters in the Bahamas are absolutely gin-clear, so the snorkeling is great. The corals are not as good as those we've enjoyed in Saipan when we have visited our son there. However we did see morays, eagle rays, sting rays, manta rays and lots of colorful fish. The water temps were in the low 70s, so snorkeling and lobster hunting required a 2- or 3-mm wetsuit. Daytime temps ran into the high 70s. Nights dropped into the 60s, making for comfortable sleeping. The maximum winds we saw were three days of 25 to 30 knots from the NE. Tides run about 3 to 4 feet, and there are very strong tidal currents through the cays, as the water pours through from Exumas Sound to the east, onto the bank, and then reverses. Timing passages through the cuts can be critical, particularly with wind opposing the current.

The snorkeling in the cuts can be spectacular, and riding the tide through with someone following in the dink to bring you back is a gas. We speared plenty of spiny lobsters, and we caught mahi mahi and tuna while trolling. Big sportfish-



ing boats from Florida are ubiquitous throughout the Bahamas.

The beaches on the eastern side of the cays are garbage dumps of washed-ashore plastic bottles, plastic pipe, plastic everything, lumber, fish nets and shoes. Thousands of shoes! There are literally windrows of washed up garbage on the eastern beaches.

Many of the Exumas Cays are privately owned. From '78 through '82 Carlos Lehder, the notorious head of the Medellin Cartel, owned and lived on six-mile long Norman's Cay, which he used to transship cocaine from Colombia to the States. He is currently in the federal pen in the U.S. If an entire cay is in private hands, the beaches are private property. However, if some of the cay is public land, the beaches are public.

While in Staniel Cay, we were told that while once private cays were owned by millionaires, they are now owned by billionaires. Unfortunately, they generate little income for the locals, because the

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JEREMY, RACHEL'S BOYFRIEND

Having stumbled upon a new wreck on the backside of Catalina while hiking with her boyfriend Jeremy, young Rachel Edwards, a vet of five years of cruising the South Pacific, strikes the 'Dancer's Pose' in an ode to lost vessels. Rachel is now back studying Mandarin in Maine.

billionaire owners fly in their entire domestic staff from somewhere else, party for two weeks, then depart, leaving the staff behind to close things up until their next visit. Usually there is a caretaker couple living in their own cabin on the cay, but little work for the locals.

The caretakers we met on Little Pipe Cay were Filipinos. The current owner of Over Yonder Cay has erected seven enormous wind turbines with 100-ft blades and about an acre of solar panels. He's also building three large villas in addition to all the support buildings, docks, and so forth. The locals say the buyers of these cays usually lose interest in coming down after five years or so, and sell out within seven years.

On our return to the States, we crossed the Gulf Stream from Bimini to Palm Beach starting at 3 a.m. We had fair winds and picked up the Stream

about five miles off Bimini. We averaged 10 knots on the 77-mile crossing. A cold front was forecast to arrive on the Florida coast a couple of hours after we expected to arrive, and in this country that means an unstable air mass behind the front. When we were still 15 miles off the coast, the Coast Guard began broadcasting a marine safety alert. A line of thunderstorms moving southeast across central Florida at 35 knots was producing waterspouts with winds to 50 knots and heavy rain. About five miles off the coast of Florida we were still in brilliant sunshine, but we could see a black roll cloud coming, so we struck the sails.

The front hit just as we were approaching the entrance buoy to the Port of Palm Beach. Within minutes, three waterspouts sprang up around us, and we were blinded by blowing

seawater and rain. The wind was howling and there were lightning strikes every few seconds. High-speed sportfishing boats raced for shelter, and we had several close calls with them. We turned our boat to parallel the beach because we didn't want to be blind in the narrow entrance channel. At times we could not see the beach, even though it was less than 100 yards away! Our best references were the depthsounder and the compass. The GPS was erratic because of all the static electricity.



The roll cloud was Jack and Sherri's signal to strike sail.

We kept our depth at a minimum of 75 feet, and ran the engines at about 1,500 rpm to maintain steerage as we jogged into the wind. Even so, the gusts against the bows would blow our cat off downwind. The waves quickly built to about six feet, even though the wind was coming off the nearby beach. The strongest winds and rain lasted about 20 minutes, then it tapered off to steady wind of 15 knots and light rain. At that point we turned around, entered the channel, and dropped the hook in Lake Worth. The rain had washed all the salt off us and our boat.

Taiga is now on the hard 20 miles up the Cooper River from Charleston, South Carolina, resting up for our return.

—jack and sherri 9/05/11

Witch of Endor — Vagabond 47

Steve Cherry New Masts For The New Boat (San Diego)

Just when *Latitude* probably thought

Steve, on the right, smiling because he's got new masts. If we're not mistaken, that's 'Viva!' Bob, his cruising sidekick, on the left.



COURTESY WITCH OF ENDOR

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it was safe, here I am again, and with my longtime cruising friend and Ha-Ha '00 vet Bob Willmann aboard *Viva!* in close proximity. In fact, it was Willmann who suggested that I drop you a line to recap my recent trip to Florida, which was for the purpose of swapping out my wooden masts for new aluminum spars. Here's the recap:

In '07, I traded in my Formosa 41 for a Vagabond 47, which I rechristened *Witch of Endor*. Bob of *Viva!* and I were at Mario's in the Rio Dulce at the time, he camping out there after his *Islander 37*, the original *Viva!* had

Rot drops sticks.

been destroyed by hurricane *Lane* a few months before at Isla Providencia. After I closed the deal for the *Vagabond*, Bob and I flew down to Carriacou to pick her up and take her to Fort Pierce, Florida, for a refit. Then we flew back to the Rio Dulce to deliver the old *Witch* to Annapolis to sell her. Bob then went on his way to find the 'Catamaran of his Dreams', which turned out to be a *Casamance 44* that had been stretched to 47 feet. He rechristened her *Viva!*

After an extended period of time in the yard, during which the new *Witch* was cured of most of the ills she'd gotten from 20+ years in the Caribbean, and during which time I was cured of colon cancer, Willmann and I linked up again and headed south aboard our new-to-us boats to visit the usual places. We spent a protracted time in the Rio Dulce, with Willmann uptown getting new engine(s)

After 'Witch's' rig came down, she sported a rather forlorn look. She's got new sticks now, and is ready for more Caribbean mischief.

and me at Texan Bay just hanging out.

When it was time to consider "trading with the enemy" by sailing to Cuba, I discovered rot in my main mast. This was the second time this had happened, and we had already replaced the most obvious deficiencies. It prompted me to make a deal with Mack Sails of Stuart, Florida, for new main and mizzen masts.

While Willmann and *Viva!* carried on to other islands in the Caribbean, I went down to Isla Providencia, Bocas de Toro, the San Blas Islands, and Cartagena, Colombia, and planned on heading back to Florida in the spring to swap masts. Unfortunately, I waited a little too long. Twelve miles out of Cartagena, the main mast failed at the masthead, broke off at the heel, then fell aft on the centerline, snapping when it smashed into the mizzen traveler between the davit arms. Then the mizzen came down. So I motored back to Cartagena.

With the help of a few of my *amigos*, we stripped the mizzen and chopped it up for the trashman. Then once in the yard, we did the same with the main. Other than to the masts, the only damage was a tweaked jib furler and a scratched table on my 'patio'! The following survived without a scratch: radar, wind generator, GPS antenna, davits and dinghy.

A couple of weeks later, with 100 gallons of extra fuel on deck, we headed out again for the States, this time with 'JB' Nell of *Philani* aboard. About 100 miles out, in that weather system known as "near the coast of Colombia", the steering tiller on the rudder quadrant broke as the result falling off one of the countless 10-ft swells. So we hand-steered back to Cartagena for more repairs.

So after steering repairs in Cartagena, and topping off with fuel again, JB and I headed on out for a third time, diverting to Providencia due to gnarly conditions up near the Windward Passage. We spent a week there, fueled again, and motored up around the west end of Cuba, and on up to Fort Pierce. I pulled into Harbortown Marina, paid just a few bucks more than I'm paying now at the dump known as Club Nautico in Cartagena, and settled in.

Naturally we had to check in with Homeland Security, so we made our way up to the St. Lucie International Airport and rang the buzzer for service. A few seconds later a man wearing



Chief Warrant Officer bars on his collar appeared, and I told him that we'd just pulled in to Fort Pierce and needed to check in. It went kinda like this:

Homeland Security: "Where is your 18- (or maybe it was 23-) digit clearance number?"

Me: "I don't have one. I tried the 800 number and got bounced around, so I just came up here."

Homeland Security: "Don't say another word to me. If you do, it will be a \$10,000 fine. My suggestion to you is to go to the nearest phone — there's one on the wall right outside this office — and call the 800 number. Give them the information they ask for, get the number from them, and then come back here and ring the bell."

I nodded in the affirmative, went out to the phone, answered all of the questions I was asked, and got the many digit clearance number. I returned to the Homeland Security office lobby, rang the bell, and was met by the same guy at the window.



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ALL PHOTOS COURTESY GEJA

buy the old *Witch*, call Homeland Security's 800 number, and gain entry to the United States. I finally did get the sticker removed.

With the entry formalities taken care of, the Parolee and I got down to the business at hand. The Mack Sails guys were waiting, so we did the new install and loaded up on boat parts and other goodies. I spent a couple of weekends with my sister's family in Ocala, then, after the Parolee turned in his slip of paper (at the window, as Homeland Security was open), we headed on back toward Cartagena.



"Colin and the Mack guys did a great job," says Cherry.

We motored down the ICW, during which time I pointed out to JB how some of the folks in Florida are getting by in these tough times. For although real estate is way down in that part of the country, one new development down Lauderdale way was advertising waterfront lots — just the lots — for as little as \$1.25 million. When there was a break in the weather, we motored across the Stream, carried on down the west side of the Bahamas, thru the Old Bahama Channel, turned south at the Windward Passage, and had a glorious sail from there to 50 miles or so north of Cartagena — at which point the wind died completely.

I fired up the engine, but got almost no output from the transmission. It had evidently burned up while we were sailing — in spite of the manufacturer's notation that it's OK to freewheel at trolling speeds. So we limped on down the coast at a knot and a half until five miles from Cartagena, when the tranny

Cherry was amused by this Lauderdale manse listed at \$28.5 mil. "They won't get over 20 in this market, at least not from me."



LAUDERDALE LOUIE

We didn't have enough 'Witch' photos to illustrate Cherry's 'Changes', so how about some shots from Andrew Vik's fourth season in the Med aboard his San Francisco-based Islander 36 'Geja'? More next month, when Vik returns from filming an "intense" reality dating show in Norway.

Homeland Security: "May I help you?"

Me: "Good Morning, I just pulled into Fort Pierce and I have an 18- (or 23-) digit number, and would like to check in.

Homeland Security: "What's the number . . . blah, blah, blah."

Soon after presenting our passports, there was a bunch of cluck-clucking. It turned out that JB had a Brit passport. He'd contacted the State Department about coming to the States and got their approval — but no visa. The catch is that a non-citizen can come into the U.S. on a scheduled airline or steamship, but not aboard a private sailboat. At least according to this branch of Homeland Security. So we were informed that there could be a \$3,500 fine.

After a couple of hours and a number of Q&A sessions, JB was granted a 30-day "parole" entry. He was also informed that he had to turn in the slip of paper

in his passport on the day he left. Or if the office was closed, he could "just leave it at the restaurant next door". Further, the Homeland Security guy magnanimously told us that they waived a \$35 fee for whatever. I thought it was outstanding, as we completely dodged \$13,535 dollars in fines and fees, and didn't even get waterboarded!

In spite of the almost comical nature of this event, I'll have to say that the Homeland Security guys were professional the whole time. But in view of my previous encounter with them, the reasonable guy has to wonder: When I sold the old *Witch* and wanted to take my name off their database as regards the multiple re-entry stickers, they told me that "the sticker goes with the boat." I suggested that bin Laden — this was before he was killed — could just

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finally quit altogether. With the current setting us onto a lee shore, and there being no wind, I launched the dinghy and put the motor on it — try that sometime while underway! — and took the *Witch* in tow at a knot and a half. JB steered the big boat and got through to the Colombian Coast Guard, which relieved me of the towline and brought us the rest



What's left of Club Nautico, the 'Witch's' current home.

of the way in to the anchorage off Club Nautico. These Coast Guard fellows were competent and professional, too. And their services were "gratis"!

So, we're currently at the 'dock' at Club Nautico, the transmission is supposed to go back into the boat on Monday, and after some

trials in the bay, I'll get underway for the San Blas Island to anchor and chill out. Except for when Willmann and *Viva!* passes through in a couple of months.

— steve 9/05/11

Jet Stream — Leopard 45 Cat Tim and Marcia Schaff Hurricane Irene (Tortola, British Virgins)

The BVIs had lots of warning for what became hurricane *Irene*, although she did come on fast at the end. It took an unexpectedly long time for the tropical wave that was to become *Irene* to develop a closed circulation, which is what it takes before officials will issue hurricane watches and warnings. If the circulation doesn't close, they just keep calling it a 'tropical system'. Those of us who fol-

When a hurricane threatens the big charter center of Tortola, some boatowners make big preparations, while others make none.



TOM OF TORTOLA

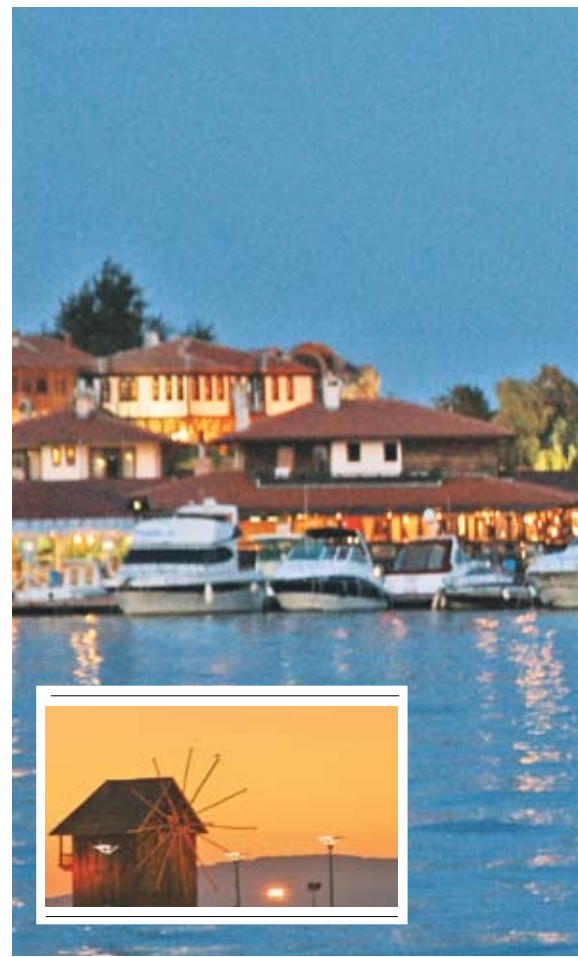
lowed the system knew it was almost closed already, and were not surprised once it hit the Windwards/Leewards, where conditions for development were even more favorable when the circulation closed and the warnings were issued.

The weather looked threatening on Saturday afternoon, and some folks — particularly the management and charter companies — prepared their boats for the worst. On Saturday afternoon we went to the big and boisterous end-of-season party at the Last Resort in Trellis Bay. As we headed home at about midnight, I was amazed at the number of dirt-dwellers who were still headed over to the Last Resort on the little ferry. After all, they would all have to return to Beef Island the same way, and the storm was not far off. I was also incredulous to see a Sunsail flotilla moored in Trellis Bay for the party, as if nothing were on the horizon. After all, the big wind was forecast to start up out of the north-northeast and then clock. Trellis is a pretty safe place, but its open side is to the north. Being part of a flotilla moored on someone else's moorings, very close to other boats, and during a tropical storm, would not have been high on my list of things to do, big party or not.

After we got back to *Jet Stream* at Village Cay, the forecast arrival of the wind and rain had been advanced, so I stayed up until 4 a.m. running the last of 22 docklines and otherwise getting ready for the storm. It was shades of preparing Marina Cabo San Lucas for a hurricane when I worked there, except now I had only our one boat to worry about!

When I woke at 11 a.m., I was very glad I'd finished my preparations the night before, as it was already gusty and rainy. Cats are so stable that I could barely hear the rain or feel rocking in my bunk, but once outside there was no mistaking the approaching storm.

Things were scheduled to get ugly late in the afternoon and last until the next morning. As it turned out, the wind never got that strong, maxing out at 52 knots in Village Cay. But it rained and rained and rained and rained! The wind was down in the teens by the following morning, although punctuated by big gusts. Most of the excitement had been over the occasional unoccupied boat that dragged, a couple of big ferries — one without engines — that had to be moved to better anchor-



ages right when things got rough, and a petroleum barge that went on a reef.

There was also the excitement at Richard Branson's private Necker Island. The lightning strike only caused the Great House to burn, and the many other buildings weren't damaged. So despite the news of a famous actress "saving" somebody's mother, it's not as if the whole place burned down. While they probably had more like 70 to 80 knots of wind, which certainly couldn't have helped, the torrential rain certainly must have helped with the fire fighting.

Hopefully that will be the last of our hurricanes for the year.

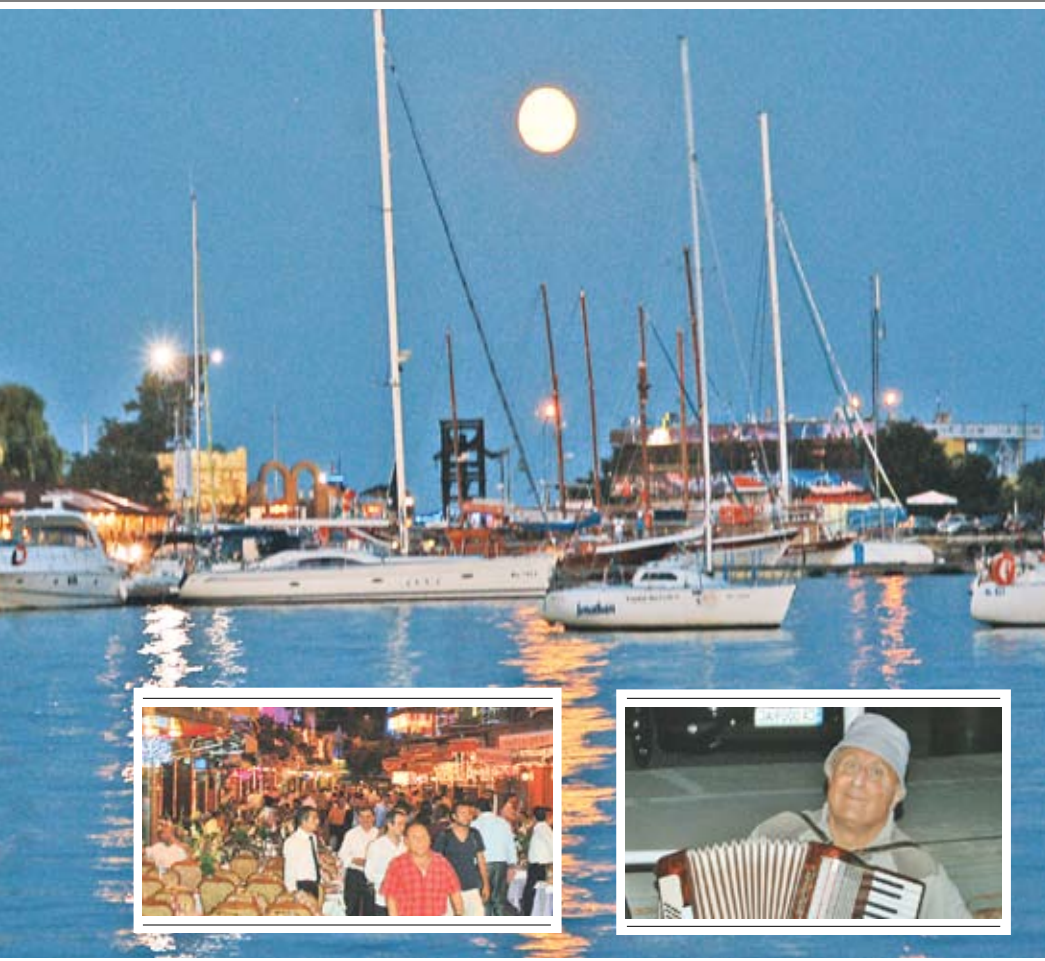
— tim 9/01/11

Cruise Notes:

"I'm in Asia once again!" reports Jack van Ommen of the Gig Harbor-based *Naja 29 Fleetwood*. "On July 30, I arrived in Sulina, Romania, which is on the Black Sea. The coast of the Black Sea turned out to be one of the finest cruising areas I've enjoyed in my 40,000+ miles of cruising. It also had some of the best sailing — much more interesting than the tradewind ocean crossings I've made.

IN LATITUDES

PHOTOS COURTESY FLEETWOOD



Jack van Ommen continues to amaze with his remarkable small boat — and even smaller budget cruise to some of the more unusual cruising destinations in the world. Three of the four photos above are from Romania, while the center bottom is from Istanbul.

I spent a month getting from Sulina to Istanbul, which is where I made my return to Asia after my 2,000-mile west-to-east crossing of Europe. Istanbul is an incredible city! I plan to continue south to my winter moorage near Marmaris early next week. Next April I'll begin to cross the Med, and by late fall will exit the Strait of Gibraltar in anticipation of crossing the Atlantic to South America. But I'm a vagabond, retired and free, so nothing is written in stone. So I might make a right turn into the Rhone River and head north for another year in northwestern Europe. Yes, my roots and my French friends may pull me back for another dance in France and beyond."

Van Ommen, who started his magnificent cruise from San Francisco Bay in '05, would be a member of *Latitude's* Cruising Hall of Fame — if we only had such a thing. He's done — and continues to do — so much unusual cruising with his little boat, and on a budget of about \$750 a month. Brilliant!

French cruiser Christian Colombo,

55, was killed and his body tossed overboard in early September during an altercation with pirates aboard his 56-ft catamaran **Tribal Kat** in the Gulf of Aden. Evelyne, his wife, was rescued after a multinational effort tracked down the seven alleged assailants and overtook their vessel. It was only after boarding the pirate vessel that Evelyne was discovered unharmed. A veteran of the French Navy and a longtime sailor, Colombo had set at least one catamaran speed record. Unlike most cruisers, who have been attacked while traveling westbound toward the Red Sea, the Colombos were heading east, from the Gulf into the Indian Ocean, intending to visit Thailand.

In contrast to the terrible fate of Colombo, we are happy to report that all members of the Johansen family of the Kalundborg, Denmark-based Dynamic 43 **Ing**, were recently released by their Somali cap-

tors. Unconfirmed reports suggest their insurance company paid a ransom that ran into the millions. Jan, his wife Birgit, and three children — sons Rune and Hjalte, and daughter Naja — had been held captive since February 24 of this year. At one point it was reported that pirates proposed to set the family free if they would allow 13-year-old Naja to marry a pirate chief-tain.



Somali pirates aren't fun like film pirates. Too bad.

A California cruiser who came through the same waters at the same time as *Ing* was captured is Roger Hayward of the Long Beach-based Catalina/Morgan 440 **La Palapa**. "I remember the *Ing* incident well," says Hayward, "as we were traveling toward the Red Sea in February when both **Quest** and then *Ing* were taken by pirates. [*Quest is the Marina del Rey-based Davidson 58 whose owners, Scott and Jean Adams, and their Seattle crew, Bob Riggle and Phyllis Macay, were murdered by pirates.*] In fact, *Ing* was less than 100 miles from our mini-convoy of three boats — one of which had lost her propeller — when she was pirated. It's a long story, but it was a very stressful night of sailing in formation with no lights until we finally made our rendezvous with a U.S. destroyer the next morning." The irony is that prior to the pirating of the nearby vessels, *La Palapa* had been enjoying one of her best sails ever. She is now safely in the Med, where Roger has recently discovered that he can catch up with *Latitude* by downloading eBooks from our site. He plans to cross the Atlantic in November with Karli Moulston, his ladyfriend, who went through pirate waters with him.

Karli and Roger aboard Roger's Long Beach-based 'La Palapa'. The two, and their two buddyboats, were close when 'Ing' was seized.



LA PALAPA

CHANGES

If you're looking to have a boat moved in Mexico, Tom Summers suggests **Transportes Takata** of Guadalajara, which specializes in moving oversized loads throughout Mexico and Central America. "Last year I managed a move in which they delivered Challenger 50 sailboat from San Diego to Ensenada, where the boat is now undergoing a refit. The Takata folks were professional." If we're not mistaken, the same company delivered a couple of the big IACC boats from California to both Cabo and Puerto Vallarta.

One of the things that we most admire about **the people of Mexico** is how hard so many of them work — and often without much in the way of tools. For example, John Foy of the Alameda/Punta Mita-based Catalina 42 **Destiny** and Chip Prather of the Dana Point-based Morgan 45 **Miss Teak** told us about a great diver they both used in Zihua last winter. What was unusual about this diver is not that he did a perfect job on their bottoms, but that he did it free diving! If you haven't tried it, you can't appreciate how nearly impossible that



ZIHUA TOURISM

Zihua Bay, which is always popular with cruisers, is also home to a guy who cleans bottoms free-diving. And he does a great job.

is. Foy and Prather report that Zihua felt as safe and fabulous as ever, and that it's becoming more upscale. They also mentioned that officials floated the idea of charging cruisers to anchor in

the bay, an idea cruisers were able to get shot down.

If you enjoy following hurricanes as much as we do, you might be interested in www.stormpulse.com, to which we were recently directed. As we looked at it on September 22, it was tracking Category 1 hurricane **Hilary**, which had formed off the coast of Acapulco. Like a lot of Mexican hurricanes, this one appeared as though it would parallel the coast a couple of hundred miles offshore, then fizzle a couple of hundred miles to the southwest of Cabo. The graphics for the site are terrific.

"I hauled my boat at Baja Naval in Ensenada and was very impressed with their work," reports Roger Waterman of the San Diego-based Baltic 55 **WYSPA** — which he'll be sailing in the Ha-Ha later this month. "Like a lot of others who have had work done in boatyards, I sponsored a BBQ as a way of thanking the staff. By staff, I mean not just the people who physically worked on my boat, but the support staff as well. I addressed the assembled group in my

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poor Spanish, and explained that when other sailors asked me if their work was good, I could not tell a lie, and had to say it wasn't good. That left the entire staff with stunned looks on their faces. But I continued by staying that their work wasn't good, it was excellent, superior and fantastic! I also told them that as a sign of pride, I always sign my work. And since they had put their spirit into my boat, I wanted each one of them to sign their name on the keel — which I had painted white for just that purpose. The workers loved the idea!"

The race is on at Banderas Bay to see which gets finished first, the casino at **Paradise Resort & Marina**, the 'tourist hospital' at Paradise Resort & Marina, or the much-awaited swimming pool at the **Marina Riviera Nayarit** in La Cruz. La Cruz Harbormaster Raffa Alcantara hasn't given us an estimated completion date for the pool, which will be located right on the beach and be accompanied by a small cruiser's bar, but says the plans have been completed and the money found in the budget. *Latitude*

plans to help celebrate the opening of the pool with a charity spinnaker sail-in from Punta Mita aboard **Profligate**, followed by a big-time pool party. We hope you'll join us, so stay tuned for the date.

Speaking of marinas on the 'Vallarta Coast', the **Marina Nuevo Vallarta**, right across from Paradise Marina, and adjacent to the port captain's office, has been a little slow in developing into what ultimately will be a 230-boat marina with slips between 22 and 130 feet, but they do have slips. And Grupo Lemmus, a big Mexican development company, has announced they will build a **250-slip marina at Rincon de Guayabitos** to accompany their big Punta Raza project. No date was given for breaking ground.



Waterman had all the Baja Naval workers sign their names on the keel he had painted white for just that purpose.

Rincon de Guayabitos, 30 miles to the north of Punta Mita outside of Banderas Bay, is in the state of Nayarit at the northern end of the so-called 'Vallarta Coast'. While resort development has slowed almost everywhere in the world, it's kept moving ahead along what's known as both the Vallarta Coast and

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CHANGES

Nayarit Riviera. Officials report the Nayarit Riviera had 2.6 million visitors last year, among them the then newly-engaged **Kim K.** and **Lady Gaga**, the latter displaying typically aggressive form during two days of surfing lessons.

The less good news in the world of marinas and marina facilities in Mexico is that **Fonatur Operadora Portuaria**, the branch of Mexico's tourist development agency which runs nine marina facilities in the Sea of Cortez and as far south as Mazatlan and San Blas, has decided to dramatically raise prices. "We just got off the phone with Fonatur in Guaymas where we keep our Coos Bay-based Grainger 36 cat **Tigger** in dry storage," write Rick and Sherri Eichmann. "They confirmed that the price will increase about 60% for our 36-footer."

"The new management at Puerto Escondido is doubling and tripling their prices on mooring buoys and haul-outs," complains **Jay Reese**. "Three months ago I priced a haul-out and 30 days on the hard at Puerto Escondido, and it came to a little under \$600 U.S. Last week I was quoted just under \$1,900 U.S. for the exact same thing! When I



LATTITUDE/NICK

The Puerto Escondido anchorage back in the day, before the Fonatur marina development, before the strife tore the community apart.

told the management that I wouldn't pay the new prices, I was told that 10 people behind me will. We'll see. We and other cruisers are now spending a lot of time anchored on Isla Carmen and at Loreto. We will no longer be spending time in P.E.

unless we are forced to by the weather. This is sad because Fonatur's high prices will hurt the other businesses in the area who aren't so greedy.

As if on cue, Ray Wyatt of the Puerto Escondido-based **Marinos y Submarinos** — described by others as "a service-oriented firm that could do almost anything you needed, from bottom cleanings, to minor repairs, to running to town every Wednesday to fill propane bottles — wrote a 'quitting business' letter to clients and friends. "With all that is going on here at the marina," he wrote, "the morale is low and everybody is leaving. We will be closing our office on Oct. 31, but continue to watch boats until Dec.31. After that, we will be turning everything over to Dean Hambrecht and Rachel of **Aye Weld**."

The cruising community in Puerto Escondido is trying to recover from not just Fonatur's higher prices, but a civil war of sorts last season that tore the once sanctuarial enclave apart unlike anything we've heard of in our 35 years of covering sailing. The main combatants, if you will, were *gringo* Bill Simpson

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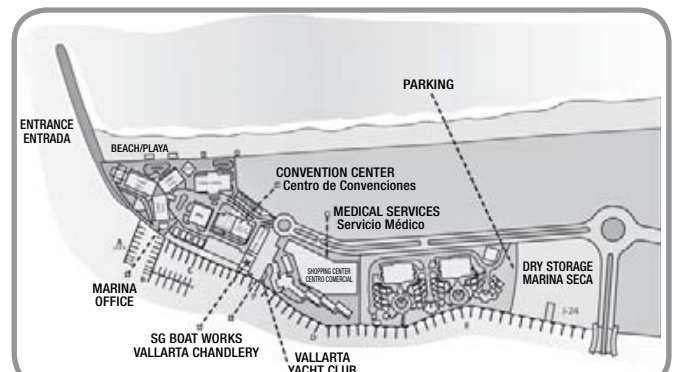
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of the Portland-based motorsailor **Iron Maiden**, and Fonatur's then-manager **Constanza Noreiga**. The Fonatur honchos from Mexico City finally decided to end the troubles by offering Noreiga a manager position at two of their other facilities, and by prohibiting Simpson from working in their boatyard. Simpson, in a widely distributed email, said that made his staying there untenable. Noreiga has returned to her roots in Cuernavaca, while Simpson was most recently seen in San Diego. Fonatur then brought in what some have described as "an extremely young, inexperienced, new manager from the mainland who doesn't have a clue how to deal with the laid-back and easy-going culture of Puerto Escondido."

So in addition to the rates being raised as they were at all Fonatur facilities, the manager instituted "petty new fees for garbage and showers" — which had previously been included for those who paid boat and/or car fees — no longer allowed more than two people to congregate, and prohibited sitting in front of the yacht club or Pedro's *tienda*

to chat and have a beer with a friend. "Our little sanctuary from the real world," wrote one long-time resident, "has been absolutely decimated."

A number of Baja cruisers tell us they've left Escondido and have been anchoring off the **Villa del Palmar Resort** seven miles to the south. The resort has gone overboard putting the welcome mat out for cruisers, going so far as to deliver breakfast to boats in the morning! As for Puerto Escondido, it's where we first cruised Mexico in the late '70s, so we hope it can recover. It's always been an offbeat place with more than its share of characters, but God knows the world needs a few of those. The Grand Poobah has always recommended a dash up to the islands off La Paz and up to Puerto Escondido immediately following the Ha-Ha. This is a very special area in the



Ray Wyatt won the costume award at the Talk Like a Pirate Party at Ensenada Blanca. Alas, he's had his fill of Puerto Escondido.

world of cruising, and if you get there before the Northers start to blow, the water will still be warm and the weather wonderful. Yes, it requires covering quite a few miles rather quickly right after the Ha-Ha, but we've done it, and we think it's worth it.

"I had to beat a hasty retreat from the **Coches Prietos** anchorage at Santa Cruz Island — often described as the most beautiful in Southern California —

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CHANGES

after I dropped the hook there," reports **Anon** from his unnamed Ranger 22. "The reason was globs of pungent tar floating on the surface and sticking to everything — including the white fiberglass hull of my boat. Then one day the tide had covered the entire beach with little black pancakes. I found out that alcohol doesn't dissolve it. Maybe the publisher of *Latitude*, an old surfer from UCSB, knows a proven way to remove it."

You're talking about *bitumen*, which is naturally occurring tar native Americans used to seal the seams in the hulls of their boats. It's still used for things like roofing and paving. The Santa Barbara Channel has the largest natural oil and gas seeps in the Western Hemisphere, which is why the Channel so frequently stinks of petroleum. There are more than 1,200 seeps within three miles of Coal Oil Point just to the west of UCSB. An estimated 10,000 gallons of the stuff leaks to the surface each day in just one six-mile stretch! In other words, about the same amount naturally leaks up annually as did during the famous oil spill of '69. The offshore natural seeps



DAMON HURST

What's there to complain about when going to school in a resort-like setting such as UC Santa Barbara? Globs of beach tar, that's what!

contribute approximately 6,075 tons of reactive organic compounds a year into the air of Santa Barbara County, about a third more than is contributed by all vehicles. We don't know what today's surfers use to clean the stuff off their

chest hair and boards, but in the late '60s everybody living in Isla Vista had an economy-size can of Kingsford lighter fluid on their steps. About one third of it would be used to light briquettes, while the other two-thirds was used to clean the tar off their boards and bodies.

You've undoubtedly noticed elsewhere in the magazine that the 18th annual Baja Ha-Ha rally will begin late this month, and that the fleet has swollen to 165 entries. As we perused the entry list we noted that five boatloads of Ha-Ha entrants all hail from the **Vallejo YC**. While we're not sure if that's a record, it is impressive, and their plans are interesting too.

Heather and Ken de Vries, sailing their Hylas 44 *Island Wind*, plan to take about eight months to make their way to Panama. Once there, they'll use an egalitarian approach in deciding whether to transit the Canal and head to the Caribbean, as Heather hopes, or to do the Puddle Jump to the South Pacific, as Ken wants. "We'll flip a coin," says Heather.

Joel Sorum is planning an open-ended cruise aboard his Tartan 3800

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Compañera. As yet, Roger Smith of the Passport 37 *Seascope* has no firm cruising plans, as he intends to keep his options open. He assumes he'll spend at least six months in Mexico before returning home, but says, "Who knows? I might not like it. If I do, I'll sell my house and go back."

Having spent the past five years living aboard their Rudy Choy-designed C/S/K 40 catamaran *Sailpotion*, while restoring her, Jay and Susan Pence now have an open-ended timetable. They hope to eventually reach Hawaii. The fifth VYC entry is Ray McEaney of the Hunter Legend 45 *OutRAYgeous*, who'll have club members Ralph Hyde and Noble Brown along as crew. Ray's post-rally plans are also open-ended.

Having learned all this we're curious: have any other clubs out there fielded more Ha-Ha entries? If so, drop us a line and tell us about it.

Speaking of the Ha-Ha, all registered entrants are encouraged to attend long-time sponsor Downwind Marine's annual Baja Ha-Ha Welcome Party, all day Saturday October 15, at their Shelter Island

(San Diego) location. They'll offer discount prices, a vendor fair with reps on site from 10 a.m. to 4 p.m. and a "Get Acquainted" potluck party from noon to 4 p.m., with live music. (See www.downwindmarine.com for cruiser seminars throughout the month.)

Once in Mexico, there are always plenty of post-rally events for the fleet to enjoy also. The first is the annual Welcome to La Paz Party, November 17 at Sheila's Restaurant (formerly Papas and Beer), on the beach, just off the Malecon. There'll be great food, and live folkloric and rock 'n' roll music. The first 50 Ha-Ha skippers enter and eat for free.

For South Pacific cruisers heading west, Tonga is an ideal stopover — especially during the second week in September, when the annual **Vava'u Regatta and Festival** takes place. This year's



As regatta entrants found out, the Vava'u group of islands in Tonga is one of the Pacific's most unspoiled cruising grounds.

event drew 72 boats from 13 countries, many of those cruisers jumping off for summer in New Zealand shortly afterwards.

With its emphasis on camaraderie, low-key competitions and cultural exchanges with Tongans, the week-long gathering includes a costumed pub crawl through the tiny town of Neiafu, a kid's day parade with local children, a free-spirited Full Moon Party, a beach

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CHANGES IN LATITUDES

barbecue, three fleet races and more. First run in '09, this uplifting week of fun on and off the water is fast becoming a must-stop on the so-called South Pacific Milk Run. For more info, see www.regattavavau.com.

As regular readers know, we coined the term Pacific Puddle Jump to define the annual westward migration of cruisers from the West Coast of the Americas to French Polynesia. Although we won't announce our own 2012 PPJ activities until next month, a full menu of highly informative **Puddle Jump seminars** has already been scheduled in Banderas Bay — the most popular jumping off point north of Panama. This year, events will be split between the Vallarta YC, at Nuevo Vallarta's Paradise Village, and at the Marina Riviera Nayarit in La Cruz.

The series will begin at VYC February 1 with an intro by Paradise Village Harbormaster Dick Markie, followed by an overview of South Pacific cruising by 35,000-mile veterans Keith and Susan Levy of the Catalina 42 *C'est La Vie*.



The manly men of the Pacific Puddle Jump 'Class of 2002' — seen here at Bora Bora — will reunite at Puerto Vallarta in March.

With additional topics covering a wide range of topics, including rigging, boat systems, first aid, weather forecasting, and provisioning, the series continues through March 27.

For further insights, there'll be plenty of South Pacific vets around Banderas Bay in early March this year, with brains ripe for picking by neophyte cruisers.

Why? Because the **Puddle Jump Class of 2002** has planned a nearly weeklong reunion. During the many years we've been reporting on Puddle Jumpers, we can remember no other group that had greater camaraderie. It didn't hurt that cruiser-turned-La Cruz club owner Philo Hayward was one of their flock. Wherever he'd drop the hook he'd bring his guitar ashore and there would be an instant party. Several other accomplished musicians in the fleet backed him up and sang harmony.

This reminds us that we've been thinking of staging a reunion of all former members of what we loosely refer to as the Ha-Ha Jam Band. Each year during the rally we poll the fleet for musicians and get together at least once to make some noise. Needless to say, some attempts are more successful than others. In any case, if you participated in one of those jams we'd love to hear from you. Email Banjo Andy at andy@latitude38.com.

Otherwise, it's a new cruising season out there, so get ready for fun!

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24 FEET & UNDER



24-FT JOLLY ROGER, 1965. Monterey. \$3,750. Very attractive, full-keel fiberglass sloop with outboard (Tohatsu 5hp longshaft) and transferable slip (Breakwater Cove). Fine-sailing, well-rigged, ruggedly-built, 8' beam, 4' draft, roomy cockpit, inviting cabin, Porta-Potti, nicely equipped, a turnkey daysailer with overnight/liveaboard potential. Sails (main plus 2 jibs) older but serviceable. \$12,000 of cosmetic upgrades since 2009 including repainting aluminum spars and all exterior surfaces. Last haulout 12/2010. A true plastic classic! (831) 624-3118 or sgkallison@hotmail.com.

24-FT CAL, 1983. Redwood City. \$4,000. All new standing rigging. Mainsail, 100%, 130% jibs, 6hp outboard, new cushions, anchor, and safety equipment. Excellent condition. Ready to sail! Contact Rich at rich@spinnakersailing.com or (650) 363-1390. 451 Seaport Ct. Redwood City, CA, 94063.

22-FT SANTANA, 1965. Tomales Bay \$1,000. In dry dock Marshall Boat Works, Tomales Bay. No OB or trailer. Mooring available. Call Gayle (707) 539-6897.

23-FT AQUARIUS, 1973. Concord. \$3,000. Centerboard, trailer, VHF, re-done interior, new bottom paint, stereo, Porta-Potti, fish finder, 2 anchors. Great family boat. Contact (510) 529-1950 or rblaisdell@earthlink.net.

24-FT ISLANDER BAHAMA, 1968. Pittsburg Marina. \$3,000/obo. Excellent Bay and Delta cruiser. 4hp outboard, 2 mains, 2 jibs, and a genny. Sleeps 4, galley and Porta-Potti. Lots of gear. Recent bottom paint. Compass, VHF, fishfinder. (707) 964-1898 or knxtime@comcast.net.

22-FT SANTANA, 1971. Redwood City. \$2,900. New LP paint and non-skid. New mast and rigging less than 5 years old. Main, 90%, 120%, spinnaker, safety equipment, 4hp OB. Clean! Contact Rich at rich@spinnakersailing.com or (650) 363-1390. 451 Seaport Ct. Redwood City, CA, 94063.

20-FT CAL, \$5,999. New Nissan 6hp long shaft, trailer, new tires, new teak cockpit grate, rigging 4 years old, keel bolts good, new Lewmar forward hatch, deck, hull and interior recently painted, new electrical system. Call Larry. (559) 840-2077.

24-FT ISLANDER BAHAMA, 1966. Fortman Marina, Alameda \$2,650. Furler, 4hp Mercury, new sails, bottom painted Nov. 2010, automatic bilge pump, PFD's, radio, 20 gallon ss fresh water, all lines run aft, full keel, ground tackle, fresh interior paint. Contact geneadkins2004@yahoo.com or (916) 420-0186.

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25 TO 28 FEET



25-FT O'DAY CB, 1979. Lake Tahoe. \$7,500. Great boat with many upgrades. Shallow draft shoal keel/CB. 9.9hp Honda, auto tiller, VHF, CD, dodger, full canvas, propane, and more. Rigged for singlehanding. Includes 4 wheel trailer. Great boat. closepc@yahoo.com.

27-FT CATALINA, 1976. Sausalito Yacht Harbor. \$6,500/obo. Nissan 9.8, 25" long shaft outboard with electric start. Standing and running rigging replaced recently. New bottom paint this year. Mainsail and jib. Contact (415) 309-0503 or rsrhinn4@comcast.net.



27-FT NOR'SEA, 1977. Ukiah, CA. \$39,800. Cutter rigged. Includes: triple axle trailer and Fatty Knees dinghy, hybrid 48-volt electric motor with Yanmar 1GM, and Saye's Rig windvane. www.norsea27perelandra.com. (707) 468-5787 or (707) 272-9913 or danboarderson@yahoo.com.



CAL 2-25 / CAL 25 MK II, 1979. Alameda, CA. \$11,950 w/trailer. Make us an offer. Fiberglass sloop w/Yanmar diesel. Exceptionally well maintained one-family boat in freshwater until 2003. New sails/rigging 2004. Equipped with systems found on much larger boats. You'll be hard pressed to find better kept cleaner boat. All systems work! Fixed lead fin keel, raised cabin top. Beautiful varnished teak handrails, companionway rails, tiller, hatch boards. Details available upon request. (408) 756-0370 or martythamm@aol.com.

28-FT FREEDOM, 1987. \$15,000. Highly desirable singlehander. Strong running Yanmar diesel with new water pump. Needs a little TLC, but a steal at \$15K. (510) 521-0905.

25-FT CATALINA 250, 1995. Santa Rosa, CA. \$9,999. Water ballast with galvanized trailer, Honda longshaft 8hp, wheel steering, full batten mainsail, roller furling 110% radial-cut jib. Towing weight only 4,500 lbs. Look and make offer. Must sell. (707) 696-3334 or (707) 542-7245.



28-FT ALERION EXPRESS, 2007. Sausalito. \$89,000. *Lizbeth*. Hull #359. One of a kind, fully loaded. Seeing is believing. Bristol, fully maintained and varnished yacht. www.lizbeth359.com. Contact Michael (415) 608-6919 or miland2@ix.netcom.com.

27-FT ERICSON, 1974. Berkeley. \$5,000/obo. In-board Universal Atomic 4 with 20gal plastic fuel tank. Wheel steering with tiller attachment. 3 sails and covers, whisker pole, microwave, fridge, alcohol stove, 2 anchors, VHF, new batteries. (916) 692-9004 or winsol3@gmail.com.

28-FT O'DAY, 1979. Alameda. \$8,900. Must sell. Got new boat. Refurbished mast, spreaders. New furling 230 jib. Three 210 AmpHr commercial batteries configured for 2 X 12-volts. Spinnaker. Bottom done this year. CG safety approved. (415) 309-3179 or (510) 522-0226 or jamesrose55@comcast.net.



26-FT RANGER, 1971. Berkeley Marina, CA. \$5,000/obo. Gary Mull design. Hauled and refurbished in 4/11. 4-stroke, 9.9 Honda motor, low hours, serviced in 4/11. Boat well maintained. In very good condition. Jiffy reefing, mainsail, working jib and class lapper, depth sounder, VHF and CB radios, miscellaneous accessories. Well balanced, and well suited to S.F. Bay. One-of-a-kind. Ready for immediate use. Contact harmattan8@gmail.com or (510) 334-5200.

25-FT CATALINA, 1980. Alameda, CA. \$5,000. Swing keel, pop-top, Yamaha w/ electric start, new main, 4 headsails new 110, dinette layout, ground tackle, VHF and stereo. Dual batteries. More at <http://picasaweb.google.com/tonylarosa/Boat/mages?authuser=0&authkey=Gv1sRgCJ KpvjvW2d-UFw&feat=dir>. Contact (408) 225-8053 or sslarosa2@comcast.net.



25-FT SANTANA 525, 1977. Folsom, CA. \$6,000/obo. With trailer, new rigging, sails in great shape, new cushions, teak and holly sole, stereo/CD, Honda 2hp outboard, fresh bottom paint. Sleeps 4, all controls at cockpit. (916) 967-7151 or genenovak@sbcglobal.net.

MACGREGOR 26S, 1990. Auburn CA. \$5,995. Boat is in excellent condition and is clean. Includes mast-raising system, cockpit and interior cushions, pop-top with canvas enclosure for full 6' 1" standing headroom. Swing keel and water ballast system make it extremely light and easy to trailer. Mainsail, jib, 9.9hp 2-cycle outboard and boat trailer are included. Roomy cabin sleeps four with seating area, sink, table and enclosed bathroom with Porta-Potti. Contact (530) 906-0517 or (530) 823-3387 or divedave@pacbell.net.

29 TO 31 FEET



30-FT CATALINA, 1978. Vallejo. \$12,000. Very well-equipped, no leaks, updated interior, carpet, 3-year-old Atomic 4, main, 3 jibs and spinnaker all in very good to excellent condition, new standing and running rigging, 6 winches (2 ST), everything led aft, new Schaefer roller furling, 3-burner propane stove, 2 anchors and rode, Raymarine sailing instruments (wind, speed/direction, speed/depth), Raymarine auto inverter/charger, fresh batteries, updated electrical system, solar panel, LED lights, brand new head w/ holding tank, fresh exterior varnish, new lifelines, VHF and stereo. Ready to race or cruise! Pix at: <http://tinyurl.com/5wrvvjlv>. Contact svsilentsun@yahoo.com or (503) 490-3305.

30-FT CATALINA, 1989. Moss Landing. \$32,000. Excellent condition. Universal diesel, 940 hours radar, roller furling, Dutchman flaking system, dodger, davits, chartplotter, autopilot 5000, propane stove/oven, refrigerator. Hot/cold pressure and shower, stereo, VHF, cockpit cushions. Pictures available. Contact (831) 753-2001 or (831) 320-8021 or skipper030@sbcglobal.net.

31-FT MARINER, 1969. Napa Valley Marina. \$25,000. Well equipped cruising ketch. Great liveaboard. Performs well in both light and heavy winds. Full keel, fiberglass, Yanmar engine, diesel heater, electronics, wind vane, solar and wind, water heater, and much more. (415) 754-8214 or Makrock2@gmail.com.



30-FT CUSTOM WILDERNESS. Alameda. \$14,000. *Rascal* has 2 spinnakers; .75 and .5. Tape-Drive mainsail, Dacron mainsail (for the 3 Bridge!). Headsails (Tape-Drive); #3 (new), #2, #1. VHF radio, 2004 4-stroke 2hp Honda outboard. Trailer. (510) 769-4858.



30-FT S-29.2C, 1982. Alameda. \$27,500. Built in Holland, Michigan by Slicker Yachts, 1982, bought new 1983. 29'10" long (9.2 meters); 11-ft beam, 10,000 lb. displacement. 4-ft draft (shoal keel). 6'2" headroom. Center cockpit, aft cabin. Forward double berth, aft queen berth. Head with sit-down shower. Galley: 2-burner CNG stove with oven. Original owner. In SF Bay since purchase. All purchase and repair and maintenance records. Contact (925) 837-9408 or (510) 521-6477 or esterdotter@inbox.com.



30-FT CATALINA, 1984. San Rafael. \$17,500. Very clean, new cushions, dodger, interior refinished, excellent Universal diesel, autopilot, wheel, bottom paint 2010, new depth/speed, tabernacle mast, BBQ, autocharging, handheld radio, new stereo, hidden flatscreen, dripless packing, fridge, sleeps 6+! (206) 755-5280 or ryan_n_morrison@hotmail.com.

30-FT HUNTER, 2002. Hidden Harbor. \$46,000. Excellent condition. Professionally maintained. All lines lead aft. Fun boat. Roomy. Great cruiser. Contact (530) 389-8387 or calvertvet@exwire.com.

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30-FT CATALINA, 1977. Berkeley. \$14,950. Priced to sell! Excellent condition, cruiser/racer. Wheel steering. Universal diesel engine, M3-20B, 2004, 3-cylinder, regularly serviced. Gimballed stove/oven, stereo, Spectra jib sheets 2010, Dacron main, 3 headsails, 2 spinnakers, Barient #27 winches, 2-speed, self-tailing. Harken 40.2 secondary winches, folding prop, fluke anchor, chain and rode, Brooks & Gatehouse network speed/depth. Garhauer traveler and rigid vang. Boom and spinnaker pole new 2010. Bottom job - Nov. 2010. Pictures: <http://picasaweb.google.com/104747550821259652520/STARKITE#>. For more info email laurie@alliancetradingdesk.com.

30-FT TAHITI KETCH, 1949. Sausalito. \$31,500. From NZ. Kauri planking/apitong frames/copper rivets. Shipwright owned for 7 yrs. Garmin GPSmap, radar, EPIRB, depth. Rebuilt Yanmar 3GM diesel. Dickinson Bristol diesel stove/oven/heater. Solar panel/two batteries. Email jody_boyle@yahoo.com.



30-FT CATALINA TALL RIG with bow sprit, 1984. Alameda, CA. \$18,000/obo. 21hp freshwater cooled diesel, recent refit with paint. 6ft headroom, comfortably sleeps six people. Spinnaker set up, good sails. ST2000 autopilot. Worldwide communications on DS430S HF Radio. 24NM Furuno radar. New varnish, new bottom paint, NO blisters, epoxy reinforced deck. VERY clean, fun Bay boat. Lots of perks, owner moved inland, must sell. Fully functional, needs no work. <http://sfbay.craigslist.org/eby/boa/2587787459.html>. (510) 918-2219 or (415) 314-7058 or htatherton@gmail.com.

30-FT CATALINA, 1981. Brisbane Marina (Sierra Point). \$20,000. *Reverie*. Furling 110 jib, 150 Genoa. Lines lead aft to 4 Barient winches. Wheel steering, 2 compasses - binnacle and hand bearing. Magellan GPS w/antenna, VHF radio, DMI nav instr (spd, depth, 360 wind), mast head nav lights, upgraded electric panel, two anchors (fluke), inflatable dinghy. Safety equip: engine alarms (CO, temp, oil press), fire extinguishers - 2 manual, 1 automatic (engine enclosure), flare kit and first aid kit. Engine coolant: sea water w/ fresh water flush valve. Equipment manuals and spare parts included. 2010 haul out and survey - bottom painted, standing rigging replaced, exhaust mixer replaced (stainless steel!) and more. (650) 988-1290 or don.holmes@forumrsa.com.

30-FT CATALINA, 1976. Fortman, Alameda. \$15,500. Universal diesel 25 rebuilt 04/11, dodger, roller furling, spinnaker pole, VHF radio, two battery banks, H/C press. water, 2-burner stove/oven, microwave, refrigerator/12v and 120v, custom stern pulpit seats built-in, wheel steering, asymmetric spinnaker (Pineapple Sails), 130 XtraJib backup, dinghy w/9hp outboard. Boat has sailed to San Diego, in multiple Windjammer events, and up the Delta. Much more and a great value. (408) 219-4920 or steve@hulawyers.com.



30-FT BABA, 1980. Berkeley. \$45,000/owner finance. Beautiful, bluewater cruiser. Diesel 70 hours. \$15k 2010 haulout: mast, re-rigged, barrier, furler jib, batteries, Cetol. Teak decks, windlass, autopilot, diesel heater, bristol 6'6" interior. Recent upgrades. More at http://yachtsoffered.com/yachtsoffered.cfm?yachts_listingid=1291697&returntype=3. Contact jchristianlloyd@yahoo.com or (510) 258-4053.



30-FT CORONADO, 1974. Half Moon Bay. \$7,499. Good condition, sail ready, Yanmar starts right up and runs great, many sails, auto tiller, motivated seller! Head, galley, electric water pump, ready to cruise, race, or liveaboard. <http://dickie.shutterstock.com/pictures/206>. Contact turnertim2000@gmail.com or (408) 910-8225.

30-FT CATALINA, 1983. San Diego. \$16,000. Great Bargain! Price generously reduced because the mast is aesthetically in need of paint. Otherwise, boat is in great shape and is sailed almost every weekend. See our site for pics: http://web.me.com/bmw330i/bmw330i/Jacoball_for_sale.html. Call (858) 775-3506.

31-FT BOMBAY CLIPPER, 1979. Alameda. \$13,000. Great Bay day/weekend full-keel cruiser. Pineapple sails, Yanmar diesel, VHF, stereo, Raymarine instruments, galley, full head with shower, roomy forward cabin. Brand new mainsail cover; lots of new lines and extras. More at <http://virtualameda.com/dreamcatcher>. Email dave@virtualameda.com.

32 TO 35 FEET

32-FT WESTSAIL, 1982. Sale or trade. Volvo marine motor. Sale or trade for property. (650) 728-3450.



32-FT RANGER, 1974. Alameda. \$14,500/obo. May 2011 New topside/bottom paint/batteries. Atomic four. Many sails, hot water, internal halyards. Full race gear. Sleeps 5. Moving, must sell. Cash or trade. Contact (813) 966-1334 or holorral@comcast.net or 2nd email: edhomer@hotmail.com.

32-FT WESTSAIL. Pillar Point Harbor, Half Moon Bay. \$40,000. Hull #417. Teak/mahogany interior: center table/fwd locker layout. 3 headsails, 1 staysail, 1 drifter. Perkins 4-108. Needs new mainsail and boom. Contact (650) 303-3901 or pgclausen@gmail.com.



35-FT CHEOY LEE ALDEN 32, 1971. Pelican Harbor, Sausalito, CA. \$19,500. Pilothouse ketch. Long range coastal cruiser. Heated wheelhouse. Heavy Lloyds A-1 glass hull. Lovely husky lines. Sound and cared for, but needs some interior repair. Great boat for San Francisco Bay and anchorages. Pelican Harbor slip 67, Sausalito. See details and video at website, click on sailboats, then *Euxine*. <http://boatvideosales.com>. (415) 465-1656.



34-FT CAL, 1967. Ventura Harbor. \$20,000. Fully renovated classic. Great condition, must see! Great liveaboard with new electric fridge, plumbing, electrical, interior cushion, etc. Super clean inside and outside. Contact for more details. (805) 302-4675 or (604) 848-9533 or philtifo@telus.net.



32-FT ERICSON, 1971. Bruno's Island, Isleton. \$17,500. Not a project boat, ready to go. Classic 70's boat. Interior and exterior very well maintained. Great Bay and Delta boat. Yanmar 2GF diesel, 700 hours service. New batteries, charger, mid-hatch and companion canvas. Restored deck, refinished teak, recent bottom paint. Suite of sails, lines led back, self-tailing winches, LectraSan sanitation, documented. Photos and equipment list available. Contact (510) 207-0111 or don@dondommer.com.



34-FT TIFFANY JANE, 1983. Richmond YC. \$29,000 firm. Beautiful, fast (PHRF132) and responsive. Delightful to sail. In the spirit of the Alerion for 1/3 the price. One owner. Superb condition. <http://sites.google.com/site/tiffanyjaneforsale>. Contact (510) 525-0279 or rpackard@berkeley.edu.

32-FT JEANNEAU ATTALIA, 1984. MDR. \$18,500. Racer/cruiser, all lines lead aft. Yanmar FWC, folding prop, hydraulic backstay, new batteries, new RWC pump, racing sails, new spinnaker, Tuff Luff. New anchor and rode. Tillerpilot. Original Dacron sails. www.flickr.com/photos/windhorze/sets/72157626168401808/. (310) 592-5701.



35-FT CHEOY LEE LION, 1962. Brickyard Cove Marina. \$49,000. Professional restoration during two year refit. Teak hull, copper riveted. New frames and planking. Rebuilt Westerbeke. Brightwork in very good condition. New spruce mast and boom. Previous owner invested much time and resources toward bristol restoration. Master Mariner Classic. In S.F. Bay since commissioned. (510) 778-0094 or taylorltoaga@yahoo.com.

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35-FT YOUNG SUN CUTTER, 1981. San Carlos, Mexico. \$64,800. Similar to Tayana 37, but a lot less \$. Robert Perry design, located in San Carlos, Mexico, ready to sail the world, full cruise equipped. More information on our website. Note our lower price. Email or call. <http://youngsun.squarespace.com/specs>. (970) 259-5102 or mohrmonte@gmail.com.



35-FT 1959/2010 ALAN BUCHANAN sloop in Corten steel, 1959. San Rafael. \$34,900. Major refit 2010, ready for off-shore. 27hp Isuzu, Martec prop, Aries vane, Navco tiller pilot. New Lewmar 1000 electric windlass, 200ft chain, 35 CQR, 6-6 volt, charger, inverter, Link10, radar, lift crane, SSB, new galley, propane, micro, new bunks, new cushions, diesel heat, head, holding, Norseman, Profurl, 5 sails, dinghy, outboard. http://picasaweb.google.com/uscrewlist/Toledo_1?authuser=0&authkey=Gv1sRgCNHi1dTHhKrUPw&feat=direct. (415) 480-4517 or shorts365@gmail.com.

CATALINA 34 MKII. 35th Anniversary Edition, 2005. Marina Bay, Richmond. \$130,000/obo. Impeccably maintained in near new condition w/many upgrades and extras, standard rig, fin keel, Universal M35B diesel w/300 hours, 2008 Quantum 8.3 oz headsail, custom teak bi-fold doors, planking, cockpit table, Pioneer stereo/DVD w/12 CD jukebox, Bose speakers inside and out, 15" LCD monitor, Garmin GPS, Honda 2.5hp outboard, Magma stainless steel grill, Bottomsiders, dishes, cookware, bedding. Photos available by request. (916) 363-3921 or sail-away@sbcglobal.net.



33-FT RANGER, 1978. La Paz, BCS, Mexico. \$28,000 or make offer. Hull 460 of 464, wheel, radar, solar, 15gph watermaker, 8gal water heater, shower, electrasan toilet, Ham SSB, Garman map, wind-speed, direction, Comnavcom speedlog, depth, TV, DVD, VHS, MW, stove/oven, Cold Machine, records, manuals, much more. Health problems. (801) 897-6659 or tequilajimhart@yahoo.com.

ERICSON 35 MKII, 1978. Vallejo. \$24,900. Family owned for 30 years in top condition. Volvo 2030 diesel. New North main w/StackPack. New topside canvas, new running rigging, upgraded mainsheet traveler. New hydrolift exhaust system. New Lewmar 44 ST winches. Radar, GPS, depth, VHF. Furling jib w/100 & 135. Asym spin, storm jib, whisker pole, new upholstery, Lewmar opening ports, water heater, propane stove. This is a tiller boat great for racing and singlehanded. (530) 668-0245 or bktksorum@sbcglobal.net.



32-FT WESTSAIL, 1975. Oyster Cove Marina. \$44,000. Beta Marine (less than 100 hrs). Like-new hard dodger, standing, running rigging, engine, cold-plate refrig. TLC to brightwork needed. (650) 219-5838 or statnow1@gmail.com.

32-FT BAYLINER 3288, 1989. Sausalito. \$49,500. This boat is located in Sausalito with transferable slip! Here's your chance to live in Marin affordably! This boat is really clean and very well maintained! For details please contact: (415) 465-0230 or aquatic09@gmail.com.

32-FT KENDALL (WESTSAIL). Blue-water cutter, 1973. Olympia, Washington. \$45,000/obo. In water in Olympia, Washington. Partly finished complete refit. All work done to above Lloyds and AYBC standards. Unable to complete and must sell due to health problem. Email willi.prittie@yahoo.com.

34-FT CAL III, 1978. Brisbane. \$20,000. 2 boat owner. New Beta Marine diesel. New standing rigging with Schaefer 2100 roller furling 2005. Refrigeration, propane stove and heater, electric windlass, radar, autopilot, and much more. More at <http://lolitech.com>. Contact (650) 224-4211 or stan.loll@gmail.com.

32-FT WESTSAIL, 1975. Berkeley. \$35,000. Beta Marine 1505 diesel, <200hrs., SSB, Viking raft, Monitor wind-vane, GPS/radar. <http://xenotropic.net/sinamara.html>. Contact (510) 517-9217 or joe@xenotropic.net.

36 TO 39 FEET

39-FT CUSTOM 3RD-WORLD CRUISER. 1998. Santa Cruz, CA. \$40,000. Don't Let the price fool you. 30,000 singlehanded offshore miles. Click through for detailed photos, specifications and features of this truly amazing yacht. More at http://yachtsoffered.com/yachtsoffered.cfm?Yachts_Listingid=1291760. Contact (831) 239-8078 or steveruss@me.com.

37-FT ERICSON SLOOP, 1974. Alameda Marina Village. Best offer subject to acceptance. Many upgrades. Yanmar diesel. Less than 300 hours. Regularly serviced. Restepped mast. Bottom plate replaced by Svendsen's with space age materials. Standing and running rigging replaced. New roller furling. Life lines replaced. Wheel, wind knot meter and depth meter. All records of purchase and service. Upwind berth. Boat has been sailed as a day sailer. Photos available. Contact (408) 354-6960 or (408) 981-3779 or caparella2345@comcast.net.



36-FT PEARSON, 1985. Sausalito. \$56,800. I've owned her for 15 yrs and am the second owner. Have original purchase receipt, owner's manual, sail plans, etc. Hauled and painted Oct '10 along with new cutlass bearing and new feathering prop (great upgrade should have done it sooner). Roller furling on jib and Dutchman system on main for easy sail handling. Original Yanmar diesel has only 386 hrs. A truly beautiful interior in near-new condition. Love this boat. Only reason I'm selling is I bought a classic woodie. Insurance survey in Feb '11 valued at \$70,000 and is insured for that. Great boat at a very fair price. Located at Schoonmaker Point Marina in Sausalito, she can be viewed there during daytime hours. Contact (925) 286-8738 or Bobgthomas@earthlink.net.



36-FT ISLANDER I-36, 1974. Berkeley, CA. \$27,500. Survey Jan. 2011. Bottom paint, zincs, cutlass bearing - May 2011. New full cockpit enclosure and bronze tint windows, UV protection added to 2 headsails, 2 Harken #46 2-speed winches. Farymann R30 diesel engine, radar, GPS. (503) 481-9769 or cahhiway@aol.com.

CATALINA 36 MK II, 1995. Alameda, CA. \$81,000. Excellent condition, includes windlass, hot/cold pressurized water, inverter, VHF, electronics, low engine hours, 15hp Johnson motor and Zodiac inflatable. Contact (510) 523-4081 or roystark@aol.com.

BENETEAU 36.7 FARR, 2003. \$119,000. 10 bags, ex-Rolex champion, fresh bottom. (707) 291-0891.



36-FT NAUTICAT, 1984. Portland, Oregon. \$75,000. Automobile accident ends my sailing days. Was planning on sailing the world. Most equipment needed is on board, new and used very little - including sailing dinghy. Sea kindly with a cutaway full keel - a blue water boat. A 50/50 boat perfect for foul weather, it can sail or motor all day. Excellent visibility from a large pilothouse. Easy to sail and has been fun for our entire family. An ideal liveaboard with 6' clearance throughout. Sleeps 4 easily and a snug 7. <http://sites.google.com/site/pdxcelebration>. Email pdxcelebration.kniffin@gmail.com.



HANS CHRISTIAN 38 MKII, 1979. Emeryville. \$97,500. Beautiful world cruiser! New 65hp diesel 2003, standing rigging 2007, barrier coat 2009, electric windlass 2010. GPS, AIS, radar, windvane, autopilot, cabin heater, HF/HAM radio, hard dodger, and much, much more. <http://sailsugata.com/forsale>. Email hc38@gabrito.com.



37-FT PACIFIC SEACRAFT. Crealock design, 1980. Moss Landing, CA. \$99,000. World class blue water performance cruiser. 6-foot plus headroom. This boat is cruise ready with GPS, radar, solar panel, wind generator, liferaft, cruising spinnaker, Raymarine wind instruments and more. Very well maintained. Recent haulout included LPU on spars, new standing rigging, bottom paint and thru-hulls. Also new external canvas and internal cushions throughout. Sailboat Hall of Fame inductee for outstanding design, comfort, performance and seaworthiness. (831) 588-8502 or kspiritt90@yahoo.com.

39-FT CAL, 1980. Morro Bay. \$60,000. Cruise equipped. Autopilot, Monitor, radar, SSB, roller furling, extra sails, galley update, 3 anchors, etc. (805) 674-1944.

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39-FT CAVALIER, 1985. Alamitos Bay. \$79,000. New Zealand built, Robert Salt-house design. Nicest Cavalier on the West Coast (see the boat, you'll agree). Perkins 4-108, heavy ground tackle (Rocna). New interior, new canvas, dodger and bimini in 2009. Furuno electronics, below deck com-nav pilot. Call for details/photos. (310) 529-7509.

39-FT FREYA, 1977. Napa, CA. Trade. Gannon Yachts factory finished. Veteran Southern Ocean. Completely sound, clean and simple. Ready to personalize for serious worldly commitment. Trade for mountain property/acreage. (707) 357-2299 or coasttrader@yahoo.com.



37-FT PACIFIC SEACRAFT CREALOCK. 1989. Alameda, California. \$123,000. A well maintained, superb performance, cruising yacht with shallow draft Scheel keel (4'6"), dark blue polyurethane hull, fiberglass deck, Monitor windvane, autopilot, radar, 44hp Yanmar engine, MaxProp 3-blade feathering propeller, new batteries, custom made eco-friendly mattress, extra sails, spinnaker, new refrigeration, bottom job in Oct 2010, 2 anchors, Maxwell windlass, and many other upgrades. For more details and pictures please contact Monika. (925) 639-1185 or boatgandm@gmail.com.

47-FT CATALINA 470, 2005. Stockton, CA. \$299,000. 75hp Yanmar turbo diesel, electric primary winches, boom furling main, extra fuel capacity, Autohelm, chartplotter, GPS, radar, 2 staterooms w/full baths, genset, heat and air conditioning, Flexofold prop, leather interior, stereo, flat screen TV, 3,000 watt inverter, electric windlass. Go anywhere in style and comfort. Contact (209) 985-6111 or garrysail@aol.com.

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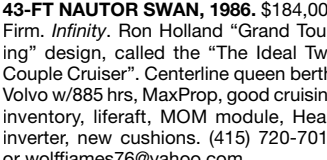


45-FT GARDEN YAWL. One off, double end, 3 years in restoration, 98% completed, cold-molded over original strip planked, new electric motor. \$60K as is, or \$? to finish. (916) 847-9064 or stevebarber046@mac.com.

41-FT MORGAN CLASSIC MODEL. 1991. San Carlos, Mexico. \$93,000. Cruiser, in primo condition, ready to go. Spacious interior - must see to appreciate. Recent survey. For current photos, complete equipment list, go to: <http://sailboatvagari.blogspot.com>. (520) 825-7551 or stanstreb@gmail.com.



43-FT NAUTOR SWAN, 1986. \$184,000 Firm. *Infinity*. Ron Holland "Grand Touring" design, called the "The Ideal Two Couple Cruiser". Centerline queen berth. Volvo w/885 hrs, MaxProp, good cruising inventory, liferaft, MOM module, Heart inverter, new cushions. (415) 720-7016 or wolffjames76@yahoo.com.



47-FT BENETEAU OCEANIS 411, 2001. Mediterranean. \$119,000. The perfect couple's cruising boat with offshore capabilities. Two-cabin owner's version. Designed by Groupe Finot and built by Beneteau in France. Well-equipped and meticulously maintained. Never chartered. Stored on the hard at least six months per year since new. No sales tax, personal property tax, or value added tax for USA buyers. USCG Registered. Lying in the Med. Price reduced from \$139k. (415) 269-4901 or sail@voleauvent.com.

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42-FT CATALINA, 1990. South Beach Harbor, San Francisco. \$94,000. Great condition. Extensive upgrades. Full specs at: <http://leluya.blogspot.com>. (650) 241-1440 or leluya123@gmail.com.



42-FT PETERSON, 1981. Long Beach, CA. \$30,000. Recent bottom paint 1/11. Rebuilt Perkins and drive, PSS 2007 electric head. Some instruments, GPS, VHF, older B/G. 3 Transpacs, numerous Ensenada races. (619) 985-5676 or (619) 847-4426 or nednight3@yahoo.com.



50-FT FD-12, 1981. Sea of Cortez. Un-sinkable turn-key blue water cruiser, AK/Mex/SoPac vet. Superb galley in pilot-house. Berths for 5-6 w/2 staterooms fwd and master stateroom aft, ensuite heads and great fore/aft privacy. See website for details: www.svdaydreamer.com.



40-FT ISLANDER PETERSON, 1979. Pt. Richmond. \$54,500. Peterson design, PHRF 72. Performance cruiser w/ comfortable mahogany interior, 6'5" headroom and tons of storage. Constantly maintained and upgraded. Rebuilt engine in 2010, Harken winches, new standing rigging, new lifelines, new stanchions, new thruhulls, Raymarine radar/GPS on aft mast, new instruments AP, inverter, golf cart batteries, new Balmar alternator and smart regulator, new foam and Ultrasuede upholstery, new working jib, '08 survey. Contact (510) 912-5800 or allison@webbnet.com.



40-FT VALIANT 40-112, 1975. Long Beach, CA. \$134,900. Cruise ready. A pre-blisther V40 with fully battened mainsail, roller furling jib and staysail, navigation computer and all you need to go cruising. Major upgrades to all systems, high output alternator, refrigerator, 3-burner propane stove, AIS, autopilot, anchor windlass. See website for more info and pictures. www.yachtworld.com/boats/1975/Valiant--2384074/Long-Beach/CA/United-States. Contact Gary Schneider (562) 212-3783 or captaingary1@hotmail.com.



46-FT MORGAN 462, 1981. Vallejo Marina. \$153,000/obo. Bulletproof center-cockpit cruising ketch, keel-stepped masts, integral ballast, skeg-hung rudder, external chainplates, two cabins/heads, many new systems, immaculate. <http://s766.photobucket.com/albums/xx309/tmessenger/Morgan%20462%20Cruising%20Sailboat/?albumview=slideshow&tr>Contact> (707) 334-3670 or baryb@aol.com.



HOLLMAN 50 CUTTER, 1989. Richmond. \$149,900. Fast, cruising cutter rig, all sails furl from cockpit, all self-tail winches. Large galley, reefer/freezer, radar, nav station, autopilot, SSB, full width master, guest stateroom, 2 heads, stern scoop, strong FRP cored hull and deck. 280gal water/100 diesel. Major refit 2003, including new LPU and barrier coat. Possible liveaboard slip. Arizona owner aboard for most of summer. Call for more info. (520) 906-4351 or emailfranke2u@aol.com.



40-FT O'DAY, 1986. Redwood City, CA. \$60,000. Great condition/great price. Very clean. New Yanmar and Webasto heater. Live aboard possibility for qualified owner. (650) 743-3422 or (650) 363-1390 or steve@spinnakersailing.com.



41-FT NEWPORT, 1984. Bruno's Island Marina. \$55,000. Mexico vet, radar, GPS, autopilot, 40hp Universal diesel, solid rod rigging, 38 gal. fuel, 60 gal. water, sleeps 6, 8-ft dinghy with 9.9hp Nissan. Contact (707) 688-0814 or (707) 290-9535 or raaddink@yahoo.com. 1200 Brannan Island Rd.



43-FT TASWELL, 1995. Bainbridge Island, WA. \$299,000. Pristine, center cockpit full enclosure, Leisure Furl main, electric winch, RF genoa, low hours on main and 5kw genset, watermaker, chart plotter, radar, ESPAR heat, much more. <http://nxtues.wordpress.com>. Contact tuesday1995@hotmail.com or (206) 295-1024.



47-FT CATALINA 470, 2001. Port Ludlow, WA. \$230,000. 2 staterooms, 2 heads, tall rig, bow thruster, electric headsail furling. In-boom full battened main with electric winch, washer/dryer combo, Webasto heat, freezer/reefer. 75hp turbo Yanmar. Autoprop. Excellent condition. (509) 981-3838 or jlansm@comcast.net.



41-FT BARNETT CUSTOM SLOOP. \$149,500. 1986-2011. Around world vet. Singlehanded, glass composite, fast cruiser, 2 cabins, light and strong. Keel up refit. New: rod rigging, sails, rudder, engine, vac panel refrig, pilot, electrical, etc. For complete specs contact R. Humphrey at rhumphrey@sbcglobal.net or (510) 834-3261 or go to website: <http://yachtsoffered.com> and search #1291703.



41-FT LORD NELSON CUTTER, 1982. Tacoma, WA. \$155,000. Salty and sexy, this blue water cruiser is in bristol condition. Almost every system has been upgraded/replaced. Some features include: 3210 Garmin navigational system/radar, 23" MaxProp, Lee main (2011), North genoa 134 (6 years old), Perkins Sabre 65hp diesel (820 hrs), Proline 2.0 Xantrex charger/inverter, Isotemp hot water heater. Owner will email further information/photos. (253) 686-2800 or rcfreeby@qwestoffice.net.



47-FT WAUQUIEZ CENTURION. 1989. Berkeley, San Francisco Bay, CA. \$149,950. Sloop, steel rod rig, the French pride Swan, performance world cruiser, shoal keel, new (furling) genoa 50%, spinnaker and storm sail, 2010, 10'3" Zodiac, 15hp Nissan 4-stroke OB/SS adjustable lifting pulley. Perkins 60hp, low hours. Sleeps 8, full navigation and racing electronics, totally equipped, and more, ready to go. Illness forces sale. Berkeley Marina. A bargain at \$149,950. Call (510) 524-2609 for viewing. (916) 220-7027 owner. Email drmsamaan@gmail.com.



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44-FT TARTAN 4400, 2003. Channel Island Harbor. \$399,000, or trade? Reduced price! Dark green hull, low hours, bow thruster, electric winches, Vacuflush heads, spinnaker, new batteries, recent bottom paint, numerous other options/ upgrades. See test sail at www.YouTube.com, search Tartan 4400, our actual boat! Contact amgjohn@sbcglobal.net or (530) 318-0730.



41-FT NEWPORT 41S, 1977. Cabrillo Marina, San Pedro, CA. \$32,500. This is an offshore capable cruiser, Bay fun boat, or comfortable liveaboard. More new sails than you can wear out. Spinnakers, reachers, drifters. Perkins 4-108, new fridge, AIS/VHF radio, A/P, davits, etc. New Interior: cushions, headliner, propane system, etc. (213) 250-2893 or (213) 300-3446 or raytostado@msn.com.



43-FT JOHN ALDEN #309N, 1930. Marina. \$85,000. Beautiful staysail schooner. Must sell, not living in Cali anymore. Recent hull, deck, wood spars upgrades. New rigging. 43hp diesel. Hull is cold-molded with Awlgrip paint. Documentation of all work, surveys available. Dry-dock. Email alden309n@gmail.com.

FARR 40, #60, 2000. Newport Beach, CA. \$149,950. Race One Design or PHRF. Nice set of One Design sails, 3 mains, plenty of very good PHRF sails. New Yanmar diesel! New racing bottom. This boat is professionally maintained and has it all. Contact Dennis. (949) 500-6453 or therosenes@roadrunner.com.



46-FT KELLY PETERSON, 1982. Morro Bay. \$174,000. Cruise ready with long list of equipment. 2 staterooms, 2 heads with new electric toilets, reefer and freezer, large center cockpit, etc. Comfortable and great sailing boat that's ready to go anywhere! www.facebook.com/pages/Kelly-Peterson-46-sailboat/172704439424234. Contact woodeneye53@yahoo.com or (805) 459-1909.

45-FT SPARKMAN & STEPHENS. 1960. Ballena Isle Marina. \$40,000. S&S design #708. Argentina built of local hardwood, copper riveted. 45' LOA; 31' LWL; 10' 8" beam; 6'4" draft. Recent decks and rigging. Aluminum spars. Tiller steering. Autohelm. Master Mariners and Jessica Cup competitor. New full boat covers. New spinnaker. New LPU topsides. 35hp BMW diesel; runs, needs work. <http://picasaweb.google.com/109279823363611668825/Valiant45SparkmanStephensSloop>. Contact jmcnish@earthlink.net or (510) 846-4178.

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CATANA 44S, 1993. Emeryville. \$285,000. Fast, comfortable catamaran just finished 7-year circumnavigation. Well equipped, maintained, offshore ready. 3 cabins, 3 heads, 5 solar panels, wind generator, Volvo 40hp engines, watermaker, etc. www.mysticrhythmsadventure.com. Email richard.mysticrhythms@gmail.com.

34-FT GEMINI 105MC, 2005. Redwood City, California. \$149,500. Great family or race boat. Perfect for San Francisco Bay, coast, Mexico, and beyond. Fast; easy to sail without heeling. Spacious deck and interior. Elegant and comfortable. See website details: <http://loonasea.gibbons.web.stanford.edu>. Contact (650) 380-3343 or brian.j.gibbons@gmail.com.

35-FT CROSS TRIMARAN, 1978. Morro Bay, California. \$22,500 or trade. Cutter rigged. Cold molded. Double diagonally planked. Resin coated. Newer Honda outboard. Full galley and head. Numerous sails. Extra ground tackle. Sleeps 6. Excellent liveaboard. (808) 255-7618 or (805) 801-1083 or oahuspeech@hawaii.rr.com.



42-FT CRUISING CATAMARAN PROJECT. 2008. Paso Robles. \$15,000. 2-Kurt Hughes cylinder molded, west system, okoume plywood hulls. Spruce stringers, sheer timbers and laminated internal keels. Marine ply bulkheads. Includes full plans and details book. New 3-axle RP Trailers boat trailer. (845) 453-4395 or beyertimothy@hotmail.com.



FARRIER F-36 TRIMARAN, 2011. Newark, California. \$65,000. I have decided to sell my Farrier F-36 trimaran. The 3 hulls are complete and the main cabin interior is 95% done. Please email for photos: memmmercorp@hotmail.com or call Howard for info, (925) 895-3369.

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37-FT HERSHINE, 1979. Emeryville. \$79,900. This is not a project/fixer upper boat. She's ready now to cruise to Mexico or Alaska, or live aboard. Roomy, tri-cabin with too many recent upgrades and extras to list. Hauled and bottom painted, Jan 2011. Full electronics include radar, GPS/plotter, autopilot w/remote, wind, depth, and VHF w/MMSI. Electric windlass. Complete CG safety package. Galley, hot water, 2 heads with showers, cabin heater, holding tank monitor, lots of storage, exterior canvas covers and bug screens. Single 120hp Lehman diesel. Cruise at 6-8 kts at 2-3 GPH. Stern thruster. 200 gallons water; 350 gallons fuel. Transferable slip. Contact jhbueto@surewest.net for picture album, recent upgrades, and complete spec sheet.



50-FT GRAND BANKS, 1970. Alameda, CA. \$249,000. 3 cabins, 2 heads. Great liveaboard. Alameda berth. Additional pics and specs at: www.grand-times.com.



38-FT HUNTER TWIN ENGINE, 1969. San Rafael, CA. \$25,000. Classic Hunter flybridge sedan twin engine 255 Merc cruiser. New fiberglass decking. New canvas. Double hulled. Great condition. (415) 342-9415 or (415) 439-6493 or westernstar9@yahoo.com.

39-FT MAINSHIP TRAWLER, 1997. Santa Rosalia, BCS. \$110,000. Set up for cruising, Northern Lights gen, Sea Recovery watermaker, 17gph, U-Line icemaker, freezer, 10ft Avon, 6hp Nissan, twin diesel Volvos, 360 gal fuel, 80 gal water. (615) 100-0261 or (615) 155-9460 or casatenbaja@gmail.com.

35-FT CHRIS CRAFT CATALINA. Sausalito, 1981. Sausalito berth. \$24,000/asking. Totally remodeled, clean, large salon and master w/large closet, separate shower in head. Great for home, floating office, cruiser. Good Chevy V-8's. Secure Sausalito berth, close to parking and tiled showers. May finance, lease option, or trade. (415) 999-5626.

43.5-FT LABELLE TRAWLER, 1983. Sausalito. \$125,000/obo. 360 view side tie adjacent to open space. Diesels w/500 hours, 7.5 Onan. Roomy glass-enclosed sundeck. Full canvas. X-large custom galley. Master has walkaround queen, tub + private guest stateroom with large bed, head. Outstanding workmanship/condition. May finance or trade. (415) 999-5626.

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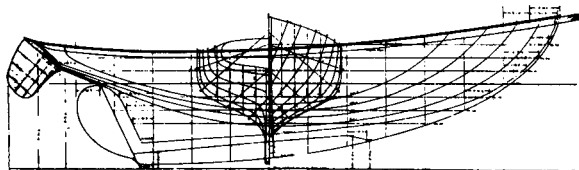
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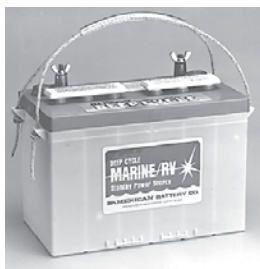
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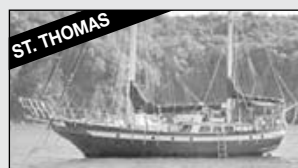


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53' ISLANDER, 1979 Over \$100k spent over past several years on this vessel and owner's motivated to sell IMMEDIATELY. **\$99,000**

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43' BENETEAU 430, 1992 Three stateroom, very clean, never cruised or chartered. Transferable slip. Turn key package. **\$89,000**

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35' BENETEAU OCEANIS 352, 1999 SUPER clean, less than 300 hrs on Yanmar dsl. Never chartered, cruised or raced. **\$85,000**

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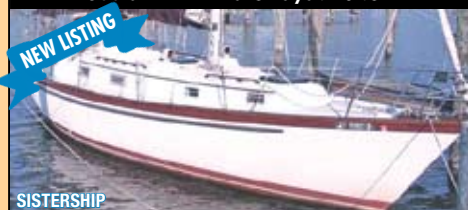
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